The Outlook

AUGUST 16, 1922

CANCELLATION OF WAR DEBTS

IN April, 1915, Theodore H. Price, editor of "Commerce and Finance" and a long-time and valued contributor of financial and economic articles to The Outlook, expressed the opinion in these pages that the Interallied war debts were so vast that they could never be paid and might have to be canceled and charged to the profit-and-loss account of the war. When he made this statement it was considered extremely visionary and impractical. The chaotic condition of international trade and finance, however, has been focusing the attention of the world upon these enormous debts, and has made the question, "What shall be done with them?" a very real and practical one. The liveliest debate in international politics to-day is that connected with the proposed cancellation of these war debts. There appears to be in some quarters a confusion of thought as to what these debts are, and therefore what it is proposed to cancel.

Cancellation is a very different thing from repudiation, and therefore a very careful distinction must be made between the debts of the Allied Governments to private individuals through the sale of bonds and the debts of Allied Governments to each other. There is no thought that the money which was borrowed from private investors by the sale of such bonds as the well-known Anglo-French bonds is not to be repaid in full with interest. The war debt which is referred to in any discussion of so-called cancellation is the debt of governments to governments. The Government of Great Britain owes the Government of the United States about eleven billion dollars; and other Allied Governments owe Great Britain about sixteen billion dollars. The British advocates of a cancellation point out that their proposal cannot be regarded as one of mere selfishness, because they will forgive others five billions more than the United States will forgive them. This argument, however, seems to ignore the fact that by general cancellation Great Britain would sacrifice five billion dollars, while the United States would sacrifice eleven billions.

THE ARGUMENTS FOR CANCELLATION

THE American advocates of cancellation are chiefly those who, by situation or training, feel the great importance of the stability of international trade and finance. They include most of the great international bankers, such as Messrs. J. P. Morgan, Otto Kahn, Paul Warburg, and Frank Vanderlip. These gentlemen, who speak with authority, and whose words deserve most careful consideration, point out that the domestic finances of the United States can never get back to normal and stable conditions until European finances are stabilized and exchange returns again to what President Harding calls normalcy. They say, with reason, that no merchant can sell goods to England, France, Italy, or Germany until he knows what kind of money he is going to get in payment; that, with the French franc, the German mark, and the English pound going up and down like a thermometer in an August hot spell, American farmers and merchants will continue to suffer from spasms of financial heat and cold; that cotton, wheat, and hogs, which must be sold to Europe and Asia if real prosperity is to return to this country, cannot be sold until a stable token of exchange is re-established; that Europe is practically bankrupt, and, like any other bankrupt, she cannot resume her normal industry in commerce until she compounds or settles with her creditors; that the European Governments can never pay England sixteen billion dollars and at the same time restore their own destroyed industrial life.

In effect, what they propose is that Europe shall go through bankruptcy proceedings; that her war debt—except to private individuals—shall be wiped out, so that she can begin again, with renewed determination and courage.

THE ARGUMENTS AGAINST CANCELLATION

THERE are two main arguments in this country against this policy of cancellation. The first is purely material and financial, but nevertheless a just and effective one. The war, out of which the United States got nothing in benefits such as colonies, ports, extended boundary-lines, imposed on the American people an enormous burden of taxation. This fabulous increase of taxation is indicated by some very simple figures. Mr. David Friday, in an article in the "New Republic" of August 2 on taxation, points out that in Michigan the State and local taxes have increased from $39,000,000 in 1911 to $158,000,000 in 1921; that in Kansas in the same period of ten years the State and local taxes have increased from $28,000,000 to $76,000,000; that in Massachusetts taxes have grown from less than $100,000,000 to over $250,000,000; and that taxes in Ohio have trebled. In the year 1911 there was paid to the Federal Government in the form of taxes by Michigan $7,000,000; by Ohio, $21,000,000; by Kansas, $500,000; by Massachusetts, $7,000,000. In the year 1921 Michigan paid in Federal taxes $272,000,000; Ohio, $285,000,000; Kansas, $38,000,000; and Massachusetts, $259,000,000.

While the tax burden is not as severe in the United States as it is in Europe, it is growing intolerable, and this is no time to cancel foreign debts amounting to eleven billion dollars. The attitude of the Administration is against cancellation, and Mr. Mellon, Secretary of the Treasury, although he advocates funding the foreign debt—that is to say, putting it in such a form that the European Governments can be given time and consideration in the payment—feels that for the present at least they should be held accountable.

The second objection to cancellation may perhaps be called a moral one. It is said that, while deserving debtors are often partially or wholly forgiven their debts in order that they may start over again and build themselves up, Europe has not yet proved itself to be a deserving debtor; that the various European Governments are still maintaining arms, manufacturing munitions, and actually fighting and killing each other, and to some extent at least pursuing the policies of political ambition, selfishness, and aggrandizement that led to the Great War. Those who hold this view assert that Europe will never come to her senses, reform her methods, and devote herself to reconstruction and productive industry until she realizes that she must squarely and fairly assume the responsibility of the burdens which she created for herself and for the world by a long course of political and social malfeasance which led to the World War.

SENATOR BORAH'S VIEW

SENATOR BORAH is unquestionably the ablest spokesman of those who believe that, while the United States must do its part in world reconstruction, it can do nothing and ought to do nothing until there is a reform of spirit and methods in the European countries. We quote his opinion:

> There is one thing in all this discussion from abroad relative to can-

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

celing the foreign debts which is never mentioned. It is wholly ignored in the letter by the British Government addressed to France, but intended for the United States, and that is the subject of disarmament.

The people of the United States could never be greatly interested in any proposition for the cancellation of any part of the debt to the United States unless the proposition is accompanied by a definite and specific plan supported by certain guaranties for practical disarmament, both by land and by sea. There is nothing to be gained by our canceling this debt, or any part of it, if the gigantic military and armament programmes in Europe are to continue. It would amount in practical effect to our aiding and abetting the building up of these great military and armament establishments, and thereby abetting war.

If cancellation is to be at all, it should be considered in the interest of humanity, of economic sanity, and not to enable these countries to build up and maintain these military establishments, these great armies which are now burdening and torturing and threatening Europe and which will lead inevitably to greater suffering, more misery, and more war.

Within the last week the Premier of England has declared: "Keep your eye on what is happening. They [the nations of Europe] are constructing more terrible machines than even the late war ever saw. What for? Not for peace. What are they for? They are not even to disperse armies; they are to attack cities unarmed, where you have defenseless populations to kill, to maim, to poison, to mutilate, to burn helpless women and children."

Now, if this is the situation and this is the programme, and this cannot be changed, it is more or less an impertinence to talk about canceling debts in the name of economic rehabilitation. If these plans and schemes are to continue to go forward, we cannot help Europe by canceling our debt to France or any part of it.

I feel, therefore, that in order to interest anybody who is interested in humanity, or the cause of peace, or the restoration of economic sanity, all schemes for canceling debts should be accompanied by a practical plan for disarmament.

A SUMMARY OF OPINION

NOTWITHSTANDING the opinion of such American financiers of international reputation as Mr. Morgan and Mr. Vanderlip, it is quite apparent that the preponderating sentiment of the country is against cancellation of war debts at the present time. The American people are not of a character, or in a mood, to exact the last pound of flesh. They are rather in the attitude of mind of a merchant who wishes to be just to a bankrupt debtor, and even to hold out a helping hand to him, but does not propose to take any definite steps as to the settlement until he is fully assured of the character, industry, capacity, and good faith of the debtor. Perhaps the Omaha, Nebraska, "Bee," published in the geographical center of the United States, represents in what it says also the central view-point of the country:

> Lord Balfour's note to the European Powers on the subject of war indemnities is a rather awkward attempt to drive a wedge between the United States and those nations that owe money to other nations. . . . Europe's situation will be improved when some imperial programmes are set aside and attention is given to settlement of obligations that rest on all. The way out is not through cancellation of debts, but along the well-known path of hard work.

Senator Hitchcock, also from Nebraska, states the position of the country in this way:

> Congress will never authorize cancellation until the American people are convinced that there is no other way to save the situation. If they see American trade destroyed and all other efforts to restore stable conditions fail, then, but not until then, they might consider this proposition.

There is in existence an official body called the Debt Refunding Commission. The view of the Secretary of the Treasury, Mr. Mellon, is that this body should go on with its work in preparing a plan for funding foreign obligations to this country. The New York "Times" quotes a high fiscal officer of the Government, presumably Mr. Mellon, as saying, "If the European Governments would make a bona-fide effort all around to balance their budgets, they would be able to pay their debts to this country on any equitable refunding basis."

The question of cancellation has been raised in an acute form at this time by an identic note addressed to the Inter-allied Powers by Lord Balfour, as Acting Secretary of State for Foreign Affairs in the Government of Great Britain. With regard to that note the London "Chronicle" remarks:

> The British note definitely lays it down that there can be no financial settlement between Great Britain and her late allies until some settlement is possible with the United States. America is thus once more made the arbiter of the economic fortunes of Europe. It is very likely that the necessity for universal cancellation of all forms of international indebtedness is as plain to the Washington Government as it is to ourselves; but the Washington Government has the American public to consider, and the American public has not yet learned the hard economic lessons with which we in Europe are now only too familiar.

The "Chronicle" is quite right. If the Harding Administration should at this time consent to the implied request of Lord Balfour, we do not believe that it would be sustained by the country.

THE ILLINOIS CONSTITUTIONAL CONVENTION

AFTER intermittent sessions extending over nearly two years, the Illinois Constitutional Convention has practically finished its labors and has formulated a document that will be presented to the people of the State for adoption or rejection December 12 next. Some citizens wanted the Convention to submit its recommendations in the form of separate proposals, as has been done in Ohio, Massachusetts, and other States, but this suggestion was overruled. The people will have to vote upon the matter as a single proposition.

In personnel this Constitutional Convention, the first Illinois has had for over half a century, was an unusual body. It was made up for the most part of leading business and professional men, of conservative temper. As a collective group the Convention floundered for some time. In the last few weeks of its sitting, however, the gathering put the proposed new Constitution into a form much more satisfactory to progressive citizens than had been anticipated.

The provisions relating to Chicago are especially noteworthy. That city, if the new Constitution is approved on a referendum vote, will be given the power to issue such amounts of regular city bonds for the acquisition of and development of transportation facilities as may be necessary for the purpose. This will enable the city of Chicago to take over the surface and elevated lines, to build additional facilities, including subways, and to operate the system itself or to utilize a private or trustee agency for operating purposes. Most of the members of the Illinois Constitutional Convention are personally opposed to the policy of municipal ownership, but they were influenced by the argument that practical conditions in Chicago render it necessary that the city be given power to municipalize the traction system. There is a stipulation that fares must be kept high enough to make the system self-supporting, which means that, while the credit of the city is behind the bonds, it is not expected that taxpayers will be called upon to pay them so long as raising fares can keep the plant self-supporting. It is provided, too, that a municipally owned transportation system must pay taxes like private property. The added borrowing power given may be used only for transportation and water—not for any other utility. It is significant, too, that this added borrowing power for municipal ownership pur-

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

HOW DOST THOU UNDERSTAND THE SCRIPTURE?

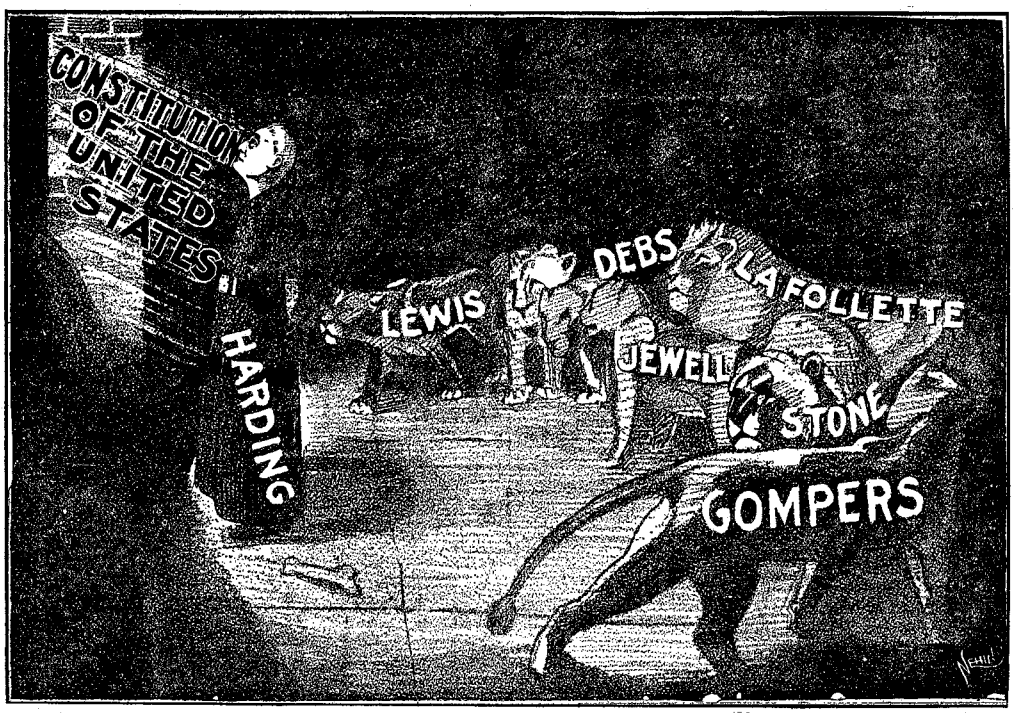
(Hamlet, Act V, Scene 1)

Keys in the Columbus Citizen

WHO'LL BE PHARAOH'S DAUGHTER?

From Paul H. Ramsey, Columbus, Ohio.

Nehin in the Buffalo Commercial



HARDING IN THE LIONS' DEN

Which Will Win—The Constitution or the Lions?

From Julius J. H. Hayn, Buffalo, N. Y.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

poses is given only to Chicago. Some down-State cities wanted the provision made State-wide in scope, but this request was accorded scant consideration.

Chicago also is given by the proposed new Constitution large powers of local self-government, including the right to frame and adopt its own charter. So far as structure of local government is concerned, the charter made by the city itself and adopted on a referendum vote cannot be modified by State law. In the exercise of the powers of government the city is subject to legislative control through general law. Smaller cities in other parts of the State were denied the home-rule charter-making powers granted to Chicago. In many situations heretofore it has been the other way—small and medium sized cities being granted rights denied to the great center of population.

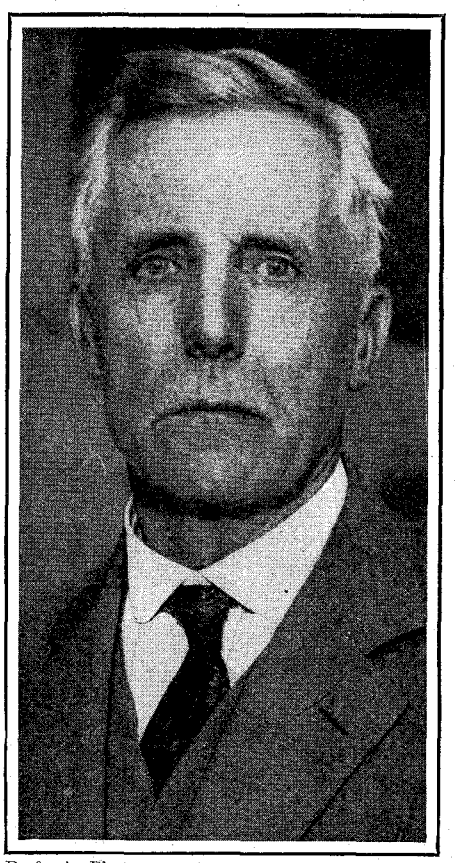
In its earlier days the Convention devoted many hours of bitter discussion to the initiative and referendum and to the limitation of Chicago's representation in the Legislature. The proposal for the initiative and referendum was decisively beaten. The plan to limit Chicago's representation in both houses of the Legislature was backed by down-State leaders and by the Anti-Saloon League. This matter was finally compromised by giving Chicago representation in the lower house in proportion to its voting strength, and limiting it somewhat in the Senate and in future constitutional conventions.

The campaign for and against the proposed new Constitution prior to the election of December 12 promises to be spirited. The Hearst papers will oppose the document because it does not contain the provision for the initiative and referendum. Mayor Thompson's organization also is expected to be in opposition. Mayor Thompson has a particular municipal ownership plan of his own—which many persons think is unworkable—to which the debt limit provision of the new Constitution is considered a rival.

Where a document containing many features is submitted to a referendum vote as one proposition, opposition naturally develops on various grounds, and this Constitution may therefore quite possibly fail of adoption. But if it should be adopted it will be of National interest because it frankly recognizes a problem of government arising out of the rapid growth of great urban centers of population in this country. This problem is to give huge cities like New York, Chicago, Philadelphia, Boston, St. Louis, control over their own purely local affairs, like street transit or municipal police, without also giving them control, by a preponderance in the Legislature, of the local affairs of other communities or of the issues which affect all the people of the State, rural and urban alike.

REBUFF FOR EX-PRESIDENT WILSON

JAMES A. REED, Democrat, of Kansas City, Missouri, has been renominated in the primaries of his party to succeed himself as United States Senator. He



P. & A. Photos

SENATOR REED, OF MISSOURI

has just finished his second term of six years in the Senate.

Mr. Reed was born in 1861 in Ohio; was educated in the public schools and in a small Iowa institution called Coe College; never went to law school, but had his legal education in a law office in Iowa and began practice in that State. He moved to Missouri in 1887, and immediately entered politics. He has been prosecuting attorney of his county and Democratic Mayor of his city for two terms.

Without a very rich intellectual or cultural background, he is a man of great force and native power of language. He can sway a popular audience by invective which recalls ante-Civil War days. His convictions often seem to be prejudices, but it must be said that he is courageously true to these convictions or prejudices. He is an old-fashioned Democrat in the sense that he deplores centralized power in any form and is a believer in untrammeled individualism. This deep feeling led him to attack President Wilson's creation of the League of Nations, and thus to enter upon a bitter personal controversy with Mr. Wilson himself.

In this controversy the two men attacked each other, Mr. Wilson using a cold and glittering stiletto, Mr. Reed a hotly swung bludgeon. The result was that when in the early part of this year Mr. Reed signified his intention of entering the Senatorial primaries of Missouri for renomination Mr. Wilson used every power at his command to prevent that renomination. The Missouri Democrats put up as an opponent to Mr. Reed Mr. Breckenridge Long, a St. Louis lawyer of high character and lineage. He is a graduate of Princeton and of the St. Louis Law School, and is an expert in international law. Mr. Wilson supported his candidacy, and by personal letter urged his party in Missouri to repudiate Senator Reed. The struggle between Mr. Long and Senator Reed was a protracted and vigorous one; but, in spite of all the influence which Mr. Wilson could exert, Mr. Reed was renominated. This result may be fairly taken as a repudiation by the Democrats of Missouri of Mr. Wilson's policies and leadership.

UMPIRES AND MORALS

THE American people want their amusements decently, honestly, and fairly administered. At least this is a reasonable inference from the fact that the three great amusement trusts—if we may use that much-abused and often misunderstood designation—have each appointed a prominent man to act as an umpire of their moral conduct. Professional baseball, the motion-picture industry, and the theater are these three amusement trusts, and they may justly be so called because each of them is in the hands of a comparatively small group of men.

The professional baseball interests were the first to take this method of winning back a somewhat shaken public confidence. They appointed Judge Landis, a distinguished Justice of one of the high Federal courts, at a large salary and with comprehensive authority, to root out bribery and corruption among the players and to adjudicate in financial or other disputes among the owners of the baseball clubs. Judge Landis at once attracted public attention by severely disciplining "Babe" Ruth, one of the most popular and highly paid professional baseball players of the day.

These plans seem to have worked so

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

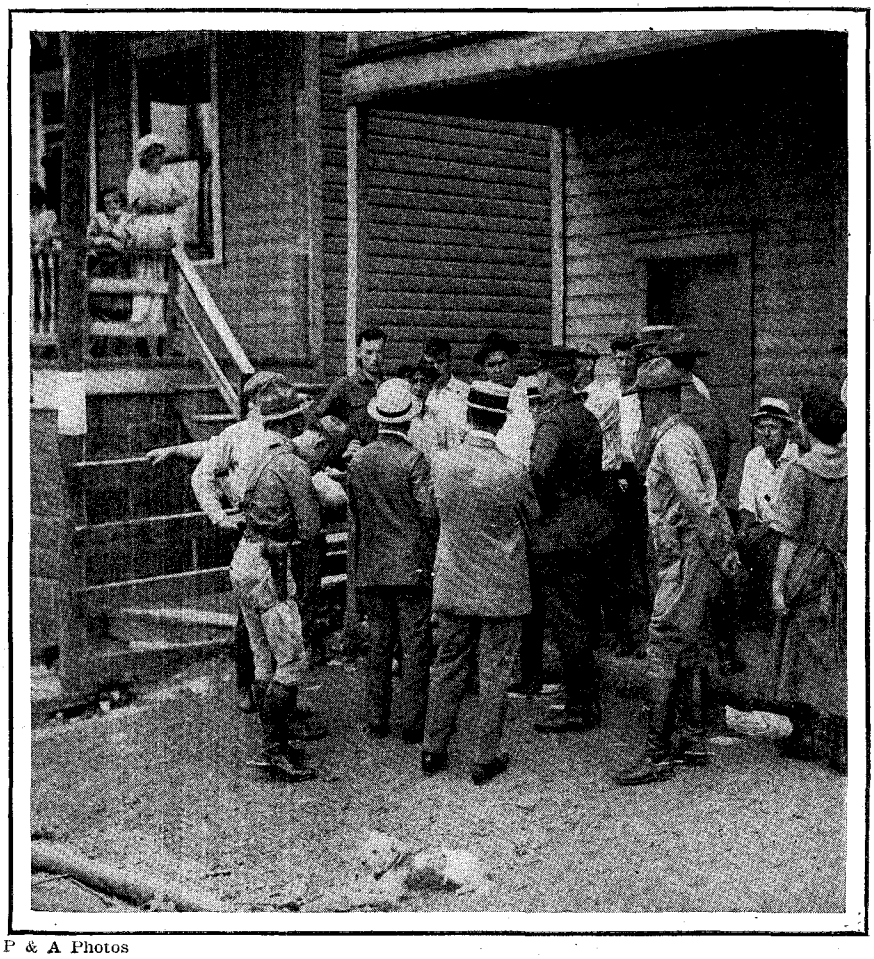
well in baseball that the moving-picture men obtained the services of ex-Postmaster-General Hays to perform the same function in their industry. Mr. Hays has a large and well-organized office in New York City, where he not only attempts to co-ordinate the conflicting interests of the moving-picture business, but to exercise some control at least over decency and good taste in the production of films. It is too soon yet to form any judgment as to the effectiveness of his work, although it may be said that his plans and purposes are high, and if they can be carried out they will be serviceable both to the moving-picture producers and to the public.

The other great amusement business to adopt this method of appointing a grand umpire or referee is the Producing Theatrical Managers' Association. They have named Mr. Augustus Thomas for a term of three years, at what is said to be a large salary, to act as a judge of last resort in any contentious questions connected with the Association. In a newspaper interview Mr. Thomas intimated that he did not believe in Governmental censorship of the stage:

> "Once we are functioning," he said, "we can get to a matter like this before the police do, and thus save a lot of trouble. As a matter of fact, there is little need for condemnation or alarm in that direction. The theater is governed generally by men of true instincts and of intelligence, and the occasional questionable plays have been overshadowed by the production of good stuff. Only those who know the theater are capable of giving it proper care, and it is my hope that the Producing Managers' Association will be antiseptic instead of corrosive. . . . I am going to try to bring harmony to all the interests that make up the theater and the stage—actors, managers, dramatists, artists, etc. And differences that arise between the members of the Managers' Association over the interpretation of contract clauses and the like I shall try to iron out. But I'm not going to be as autocratic as Judge Landis. He can reach out and put Babe Ruth off the field for a month, but my big stick is going to be mainly talk."

Mr. Thomas has been a successful actor, and is now dean of American playwrights. He is a cultivated gentleman, and he has the advantage of both high standards and of a practical knowledge of the theater. He ought to be able in his new position to do good service to his profession. We shall print next week an interview obtained from him by a representative of The Outlook.

A passion for umpires seems to have penetrated even the field of publishing, and it has been suggested by Mr. Sumner, the successor of Anthony Comstock, that the publishers ought to appoint a head man who can tell them how to print decent literature if they do not want to be subjected to Government censorship. The suggestion has aroused vigorous opposition on the part of the publishers, and this opposition seems to us to be natural and proper. In the case of baseball, moving pictures, and the theater, there are questions of contracts, agreements with players, wages, and other social questions within the industry itself which the umpire must settle, but there are no controversies exactly similar in the publishing trade. After all, decency and good taste are matters of instinct and education, and, while regulation and sometimes law can help, the most effective way to put a stop to "thrown" baseball games, suggestive or crime-exciting moving pictures, and indecent novels is for the public to refuse to pay money for their production.



P & A Photos

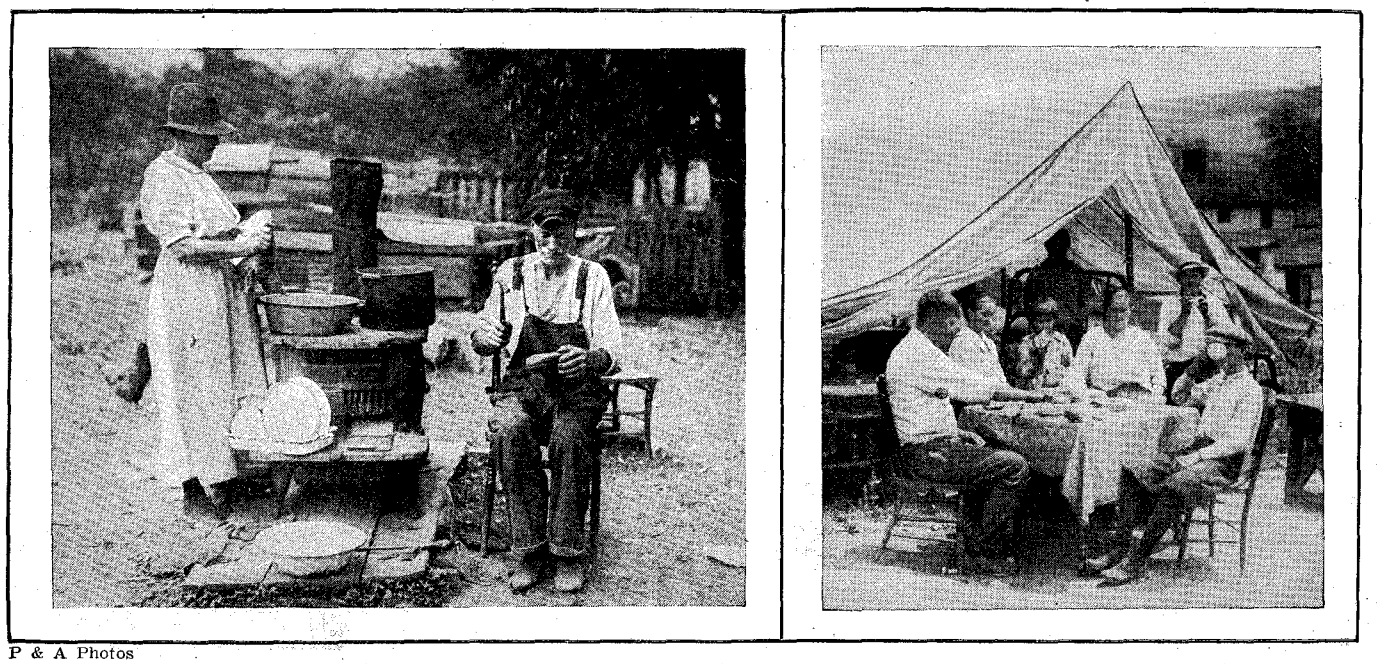
A CAPTAIN OF THE PENNSYLVANIA STATE POLICE WARNING STRIKING MINERS NOT TO CONGREGATE IN GROUPS OF MORE THAN THREE

THE COAL STRIKE CONTINUED

Overshadowed by the railway strike as it developed during the first week of August, the strike of the coal miners has been receiving a diminishing public attention. This is not because there has been any less apprehension of a coal shortage, but because people generally have recognized the railway strike as perhaps contributing even more to the dangers of the situation than the strike of the miners themselves. These two major strikes, occurring at the same time, have created a situation quite unprecedented in America. Although winter is still many weeks away, the danger of a real disaster to industry because of the lack of coal when snow and ice will make transportation difficult, is recognized as acute.

The failure of the National Administration so far to bring about an end of the coal strike and the appeal of the President to the Governors of the States have resulted in some State action. In many places the militia or State police have been on guard. In Indiana, Governor McCrea has declared martial law in a territory of about eight square miles in Clay County, and has seized two mines for State operation and invited Indiana miners to work in the strip mines at the wages in vogue on March 31. Though nothing that the Administration has done has seemed to bring an end of the coal strike nearer, its action has done much to provide a fair distribution of the coal supplies that will be available. For this purpose Henry B. Spencer, former Vice-President

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED



P & A Photos

EVICTED PENNSYLVANIA MINERS TRYING TO MAKE NEW HOMES OUTDOORS AND IN TENTS

of the Southern Railway and during the war the purchasing agent for the Federal Railway Administration, has been appointed by President Harding as Fuel Distributer. The Federal Coal Board, under his general direction, will ultimately take the entire output of the coal mines of the country and will distribute it according to the needs of the various interests. Offices have been opened in various parts of the country. A railway coal committee will apportion coal supplies to the different railways. By this means, though the production of coal will not be directly affected, the evils of the coal famine will be minimized.

In the meantime a conference was held in Cleveland between representative mine operators and mine workers. On Monday of last week Mr. Lewis, President of the United Mine Workers, declared that as a result of the conference a settlement of the strike was only a matter of a few days. There are indications that some of the miners are drifting back to work, but it is virtually certain that no resumption of mining can take place without some organized action. It is clearer than ever that the Nation needs an authoritative coal commission which will have authority to ascertain the facts and, as occasion requires, promote conciliation or provide arbitration. It will be folly for the country to ignore the lesson of this strike when the exigency ends.

THE ROMANCE OF THE TENNESSEE MOUNTAINS

A GENERATION ago, when Mary N. Murfree wrote her romance of Tennessee, "The Prophet of the Great Smoky Mountains," the emphasis in American short-story writing was being placed on local color. Mary Wilkins and Sarah Orne Jewett gave us the local color of New England; George Cable, that of Louisiana; and so over almost every section of the country. But the Southern mountains and the life and character of their people were then practically an unknown subject in fiction. It was before the time when John Fox had utilized the Kentucky mountains and before the same region had been treated, less dramatically but far more realistically and feelingly, by Lucy Furman in her "Mothering on Perilous," lately followed by her equally delightful tale, "The Quare Women," which again is most interestingly supplemented by Laura Spencer Portor in the current "Harper's Monthly" in her bit of reminiscence called "In Search of Local Color."

Miss Murfree really discovered a new field. She utilized it to the full from the romantic and the descriptive point of view in her first book. Yet the vigor of the book was such that her pen-name, Charles Egbert Craddock, was generally accepted at its face value and the author was believed to be a man.

Other novels followed "In the Tennessee Mountains" and "The Prophet of the Great Smoky Mountains," varying of course in ability and interest, but none attained anything like the popularity of the first two romances. The reason was that Miss Murfree, like many other writers of fiction, abandoned her natural line of writing and attempted to be over-subtle and to deal too philosophically with life problems. Even in her best books she also inclined to rest too strongly on descriptions of marvelous scenery. She was often accused of hauling the moon over the Tennessee mountains too often and too lingeringly, and in one instance, if we remember rightly, of causing it to rise in a part of the sky never intended by nature for moonrise. One or two of her books attempted historical themes, but with no very great success. On the other hand, many of us remember with pleasure Miss Murfree's short stories, afterwards collected in book form; they reproduced the primitive and sturdy character of the Tennessee mountaineers as well as anything she did. Her stories for children were also of excellent quality.

Personally, Miss Murfree, who died in Murfreesboro on August 1, was a most interesting woman; her lameness led her in early life to devote herself to reading, and she had made a thorough study of the history of her own State. She was a direct descendant of Colonel Hardy Murfree, a Revolutionary officer of distinction, from whom the town in which she lived so long was named.

VISIBLE SOUND WAVES

A WEIRD phenomenon reported several times during the late war was the appearance in the sky during heavy cannonading of rapidly moving parallel arcs of light and shade. They were generally seen against a background of clouds, but sometimes they swept across the blue sky. These arcs were the sound waves from the discharge of the great guns, made visible by the varying refraction of light passing through the alternate zones of condensation and

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

rarefaction which constitute such waves in the atmosphere.

A phenomenon of similar character has sometimes been seen in connection with the explosive outbursts of volcanoes in eruption. The accompanying photograph was taken by Professor Frank A. Perret, the well-known vulcanologist, during an eruption of Vesuvius. Watching the cloud of smoke and dust above the crater, he observed that at each explosion a thin luminous ring flashed outward and upward from the volcano and disappeared in space. The movement of the rings was much more rapid than that of the material ejected from the crater. As their speed corresponded roughly with the speed of sound in the atmosphere (about one-fifth of a mile per second), there could be little doubt that they were, in fact, visible sound waves. Professor Perret named them "flashing arcs."

These swiftly moving rings were not bright enough to be photographed. In the accompanying picture they were added by Professor Perret himself after the photograph was developed.

"FLASHING ARCS" OVER MOUNT VESUVIUS

THE RAILWAY STRIKE

ELSEWHERE in this issue the story is told of President Harding's proposal of terms of settlement of the railway strike, and the opinions of representative newspapers and several distinguished State Governors regarding those terms.

It is quite apparent that the President's proposal to restore unimpaired seniority rights to returning strikers is not generally approved by the country. The attitude of the Administration since the plan was published is one of the most telling evidences that it has made a mistake in urging the restoration of seniority. Inspired statements have been given out in Washington to the effect that the Administration regards the seniority question as of minor importance, and Secretary Hoover telegraphs The Outlook, in response to a request for the Government's reasons for advocating a restoration of seniority rights to the strikers, "We feel that a public statement in the nature you suggest probably would not contribute to the solution." The strikers themselves evidently do not consider that the seniority proposal is a minor matter. In telegraphing President Harding their acceptance of his proposals, the striking railway shopmen said:

> It would certainly be a wholesale injustice of unparalleled extent if hundreds of thousands of experienced men who have given four to forty years' service, and whose value to the transportation industry is proportioned to the length of their service, should be placed in a position of inferiority to a limited number of men who have been employed as substitutes for these experienced railroad workers. The demand that such a wrong should be perpetrated as a penalty against men who have exercised a fundamental and admitted right not to render service under non-acceptable conditions was so unfair that we could not believe it would receive the sanction of any impartial judgment.

It seems to us manifest injustice that the striking railway men should ask for the full restoration of their seniority rights. Men "who have given four to forty years' service" should have thought of their seniority position before they entered upon a carefully planned enterprise to tie up the transportation of the country. The strikers felt that the wrongs they were suffering were so great that the only remedy was war. When a man makes war, he must take the consequences of his act. It was Emerson, we think, who said: "If you strike a king you must kill him." A man who strikes a blow, and when his blow, intended to cripple if not to kill, fails of its object asks to be taken back again into all the rights and privileges of the friendly relations which he has abandoned and attacked is, to say the least, not playing the game. Seniority rights in industry are given, as we understand it, for faithful, continued, and loyal service. No one recognizes more clearly and fully than we do the right of any man, who is not under a specified contract, to cease work whenever he chooses to do so; but no man can both have his cake and eat it. If he chooses to strike, he cannot at the same time claim the rewards offered for not striking. If organized labor prefers the method of warfare to the method of arbitration for settling industrial disputes, it ought to be able to take the consequences of warfare without whining and complaint.

As reported in our news pages, the President has withdrawn his insistence upon the restoration of seniority rights and urges both sides to submit the disputed point to the arbitral decision of the Labor Board. If that body should decide for complete restoration, we cannot see that what the Portland "Oregonian" calls the moral issue of abandoning the loyal and rewarding the disloyal men will be any more justly settled than by the President's original request. What will probably happen, however, is that the Labor Board, if the managers and strikers ultimately consent to the new proposal, will find some way of compromise by which the loyal and newly employed workmen will have their rights reasonably protected and the returned strikers will preserve at least some of their seniority privileges, and thus the faces of all concerned will be saved. The great advantage of such an outcome is that the authority of the Railroad Labor Board in industrial disputes will be much strengthened. While the railway executives could not with self-respect, we think, assent to the President's first proposal, they may, we believe, consent to arbitration by the Labor Board, for the responsibility of the relations of the returned strikers to the loyal and new men in the railway shops will be shifted from their shoulders to those of the Labor Board.

There is one other aspect of the railway situation brought about by the present strike which we wish the railway executives would carefully consider. We have referred to it in these columns more than once. The people of the United States are never going back to the period of irresponsible private operation of railways. They will either require successful operation under Government regulation or they will turn to Government ownership and operation. Now we do not advocate Government ownership and operation. We think we realize its economic, financial, and political dangers; but the American people are getting restive; their patience is being exhausted by broken-down locomotives, dilatory trains, and bad shipment of freight. The managers may say that it is not their fault; that it is the fault of perverse and obstinate workmen. If, however, the railway executives cannot find a way to get on with their employees, the people, in spite of the dangers of bureaucrac , will

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

turn in impatience, if not in despair, to Uncle Sam. Their psychology will be that of a school board trying to settle a serious controversy between a school principal and his teachers and pupils. Controversy has thrown the school into disorder; teachers are disgruntled and pupils rebellious; the school principal asserts that it is not his fault; that he has made reasonable rules and regulations, and that the teachers and pupils will not carry them out. Perhaps his rules and regulations are reasonable, but somehow or other he fails to convince his subordinates and students of that fact. Finally, the school board says: "We are sorry, perhaps you have done the best you could, but we cannot have this school go on in this disorganized and inefficient fashion, and we are going to try another principal."

If railway strikes and disorganization continue, it is in this spirit that the long-suffering public will turn to Government ownership.

THE INVENTOR OF THE TELEPHONE

ALEXANDER GRAHAM BELL, who died at the age of seventy-five, on August 2, at his Cape Breton Island home, had only one possible rival to the claim of being the greatest American inventor of our time—Thomas Edison. It is said that in money value the telephone patents have never been equaled. When, on March 10, 1876, Mr. Bell's assistant, Thomas A. Watson, heard Bell's voice over the wire saying, "Watson, come here, I want you," the occasion was comparable with that of Morse's famous telegraph message, "What hath God wrought!"

Many of us remember our marvel at the telephone at the Philadelphia Centennial, but probably few dreamed of its boundless possibilities of expansion. Today in office and home the telephone has become a commonplace, but also a prime necessity. No doubt we could exist without it, but one can hardly conceive of the blow its removal would give to business and to prompt communication. One lifts his phone from the desk as naturally as he snaps on his electric light or turns his water faucet; its constant use has worn off the feeling that it is all but a scientific miracle, and even the wonder of wireless telephony is becoming ordinary. In many cities the telephone book has supplanted the directory. New York City has about a million phones; there are thirteen million in the country; the extension of the far-distance use of the telephone has gone on by leaps and bounds, and Bell's first message to Watson was some time ago repeated from coast to coast between the two inventors. New appliances constantly aid the extent and facility of transmission, but it is hard to imagine that anything may ever supplant the telephone. Its growth has been by geometrical progression; each new thousand instruments put in has led to multiples of the original number.

It is rare that an inventor lives to watch the vast increase and usefulness of his contribution to human comfort and universal usefulness as Dr. Bell lived. He was not thirty years old when the basic patents of the telephone were issued, so that for forty-five years he enjoyed recognition and the practical fulfillment of the youthful dream of his young genius. There were two rival claimants, but neither established priority; as with many other scientific discoveries, more than one mind was working on the same problem.

Dr. Bell was neither a financier nor an industrial promoter. He was by nature a scientist. Oddly enough, he did not approach his great discovery from the electrical side. Like his father before him, Dr. Bell was strongly interested in aiding deaf-mutes, and out of his special knowledge of acoustics and the human ear grew his experiments in transmitting sound. He once said:

> I now realize that I never should have invented the telephone if I had been an electrician. What electrician would have been so foolish as to try any such thing? The advantage I had was that sound had been the study of my life—the study of vibrations. I confess I do not understand to-night how a man can talk in Arlington, across the river from Washington, and a man on the Eiffel Tower, in Paris, hears him. I dare admit I blazed the way, but the great discoveries and developments that followed called for the correlation of many minds.

It must not be thought that Bell was a man of one idea; he was a searcher in many directions; he contributed to our knowledge of aeronautics; of the photophone he spoke in a recent magazine article as scientifically the most promising of his discoveries; his telephone probe was used in finding the bullet that killed President Garfield; he has made novel suggestions as to household economy in heat. His spirit of inquiry and helpfulness remained active all his life.

The achievement, vision, and personal buoyance of this great inventor are an exposition of much that is strongest and most admirable in American character. There is no need of a statue in any Hall of Fame to insure Bell's pre-eminence in the realm of invention.

UNCLE SAM AND THE BAD BOYS

Three stages of action by three cartoonists: 1. Intervention. 2. Discipline. 3. Action.

Halladay in the Providence Journal

TIME TO STOP IT
From Albert E. Pearson, Edgewood, R. I.

Morris in the Buffalo Commercial

QUARRELING AGAIN
From Julius J. H. Hayn, Buffalo, N. Y.

Darling in the Los Angeles Express

TALK TURKEY TO 'EM, UNCLE
From R. L. Vivian, Los Angeles, Cal.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

SENIORITY AND THE RAILWAY STRIKE

A RÉSUMÉ OF PUBLIC AND OFFICIAL OPINION

ON August 1 Secretary Hoover, of the Department of Commerce, personally presented to a conference of railway executives in New York a letter from President Harding containing the following conditions for a settlement of the railway strike:

PRESIDENT HARDING'S PROPOSAL

First—Railway managers and workmen are to agree to recognize the validity of all decisions of the Railroad Labor Board, and to faithfully carry out such decisions as contemplated by the law.

Second—The carriers will withdraw all lawsuits growing out of the strike, and Railroad Labor Board decisions which have been involved in the strike may be taken, in the exercise of recognized rights by either party, to the Railroad Labor Board for rehearing.

Third—All employees now on strike to be returned to work and to their former positions with seniority and other rights unimpaired. The representatives of the carriers and the representatives of the organizations especially agree that there will be no discrimination by either party against the employees who did or did not strike.

The railway executives at once accepted the first and second conditions, but declined to accept the third on the ground that to take the strikers back without any impairment of their seniority rights and privileges would be unjust to the men who remained at work and to the new men who have been employed.

For nearly two weeks discussion has raged about the word "seniority." Are seniority rights important, and, if so, is it just to restore the strikers to their old jobs with their seniority rank and privileges exactly as they were before the strike?

In order to get the facts upon which an intelligent answer to this question may be obtained The Outlook sent an identical telegram to the Governors of the forty-eight States of the Union and to a selected list of daily newspapers in the Middle West and Pacific States, asking for the sentiment of their communities on the President's plan and the proposal to restore the seniority rights of the strikers.

THE TELEGRAM

What is your opinion and what is public sentiment in your community regarding the President's proposed settlement of the railway strike, especially his treatment of the seniority question. A telegraphic answer collect will greatly oblige The Outlook.

August 2, 1922.

The Governors appear to be rather cautious about touching a question which may involve a delicate political situation. Telegraphic answers have been received from seven of the forty-eight, and those seven, we are happy to say, are illuminating and valuable. Their telegrams read as follows:

FROM THE GOVERNOR OF LOUISIANA (PROGRESSIVE DEMOCRAT)

I do not see how with honor railroad companies can reinstate men who left their employ with full seniority rights after their places have been filled. In my judgment, the general opinion is against President Harding's decision.

JOHN M. PARKER,
Governor.

Baton Rouge, Louisiana, August 2, 1922.

FROM THE GOVERNOR OF PENNSYLVANIA (REPUBLICAN)

While I fully understand the President's anxiety to end the shop craft strike upon the railroads, I cannot [but] feel that to ignore the question of seniority of faithful employees and those who have risked their safety by accepting employment during the strike will put a premium upon future strikes and will encourage disregard of the Labor Board's decisions. The men who struck did so against the ruling of the Governmental authority in which regulation of labor questions is placed by law, and if any body of men may with impunity tie up the transportation system of the country and imperil the public welfare the Federal regulation of the railroads is unsuccessful. I believe this is the general sentiment among those who have given the matter any thought. WILLIAM C. SPROUL,
Governor of Pennsylvania.

Harrisburg, Pennsylvania, August 2, 1922.

FROM THE EXECUTIVE OFFICE OF GOVERNOR SHOUP, OF COLORADO (REPUBLICAN)

Governor absent. Public sentiment is not yet pronounced regarding President's proposed settlement of railway strike. Railway operation in this section fairly satisfactory.

E. R. HARPER,
Secretary.

Denver, Colorado, August 3, 1922.

FROM THE GOVERNOR OF NEBRASKA (REPUBLICAN)

I assumed that the President and his Cabinet had gone carefully into all of the facts relating to the railway strike before making his proposal, and on this assumption I was hopeful that it would be accepted by both parties. I recognized, however, that if employers are to maintain discipline in their organization and treat fairly with all employees they must have rules to which they can rigidly adhere. Seniority, when it is justly applied, is as beneficial to the employees as to the employer, and should therefore be regarded as a factor in contractual agreements between employer and employee that should not be waived to the detriment of either party. SAMUEL R. MCKELVIE,
Governor.

Lincoln, Nebraska, August 3, 1922.

FROM THE GOVERNOR OF OHIO (REPUBLICAN)

It is my belief that President Harding is doing everything in his power to settle the railroad strike. It is still to be hoped that his efforts will meet with success. Not knowing all that transpired in his conference with both railway workmen and employers, I do not feel called upon to pass judgment on the action he has taken. I have every confidence in his ability and honesty of purpose in the tremendous task that is before him in this attempt to bring these two great forces to an amicable agreement. The people of Ohio are patiently awaiting the final outcome of the efforts the President is now putting forth to advance the best interests of the entire country and are sanguine of success.

HARRY L. DAVIS,
Governor of Ohio.

Columbus, Ohio, August 4, 1922.

FROM THE GOVERNOR OF ARIZONA (REPUBLICAN)

Sentiment in Arizona favorable to President's proposed settlement of railroad strike. Seniority question not generally understood and little discussed. Personally I feel the President's plan is fair and square. A firm application of the big stick right now will bring results. No disorder in Arizona, and there will not be.

THOMAS E. CAMPBELL,
Governor.

Phœnix, Arizona, August 4, 1922.

FROM THE GOVERNOR OF KANSAS (REPUBLICAN)

There are certain fundamental issues involved in this strike, and these should not be ignored for the purpose of forcing a settlement. The men who refused to accept the decision of the Federal Labor Board followed this refusal by an effort to paralyze the transportation facilities of the country. They showed respect neither for the law which created the labor tribunal nor for the public whose welfare was dependent upon the continuance of transportation. They deliberately set their judgment against the two-thirds decision of the judicial tribunal and sacrificed their seniority rights with full knowledge that their refusal to abide by the Labor Board decision would terminate these rights with their companies. The companies guaranteed a square deal to the men who remained at work and to those who came in to help meet the emergency. To require the companies to break this pledge to the new men would be to advocate bad faith. While the public is deeply concerned for the settlement of the strike and will stand behind the President in every fair effort he makes, they feel that the honor of the Government should not be compromised, the dignified effort of the Labor Board entirely thrown away, nor the rights of the men now at work to a square deal deliberately ignored. They feel now that the only course left is for the President to urge

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

(C) Paul Thompson

HENRY J. ALLEN, OF KANSAS

(C) Harris & Ewing

SAMUEL R. MCKELVIE, OF NEBRASKA

(C) Harris & Ewing

HARRY L. DAVIS, OF OHIO

Paul Thompson

OLIVER H. SHOUP, OF COLORADO

GOVERNORS WHO ANSWER THE OUTLOOK'S QUESTION

an amendment to the Railroad Labor Board Law giving to that Board the power to enforce its decision.

HENRY J. ALLEN,
Governor.

Topeka, Kansas, August 3, 1922.

THE ADMINISTRATION'S VIEW

Quite as significant, perhaps, as these interesting gubernatorial telegrams is the opinion of the Administration itself. When telegraphing to the Governors we addressed the following despatch to Secretary Hoover:

August 3, 1922.

Hon. Herbert Hoover,
Secretary of Commerce,
Washington, D. C.

Will you send us by telegraph collect for our information and unless you forbid for printing under your name statement of Administration's reasons for restoring seniority rights to railway strikers?

THE OUTLOOK COMPANY.

To this request Mr. Hoover sent the following telegram:

Washington, D. C., Aug. 4, 1922.

The Outlook Company.

We feel that a public statement in the nature you suggest probably would not contribute to the solution.

HERBERT HOOVER.

NEWSPAPER OPINION

The following telegraphic replies were received from a number of representative newspapers in response to The Outlook's request. The Charleston (South Carolina) "News and Courier," an able and conservative reflector of Southern thought, thinks that the President is too late:

The fatal defect in President Harding's plan was that it came at least three weeks too late. If he had acted promptly, as he should have done, a settlement could have been effected early in July. After waiting until the Labor Board had declared the strike an outlaw strike, and until after the railroads had been encouraged, acting under this declaration, to employ new workers to take the places vacated by the strikers, the right acquired by these new workers and by the men who remained loyal cannot be brushed aside or disregarded as the President's plan suggested.

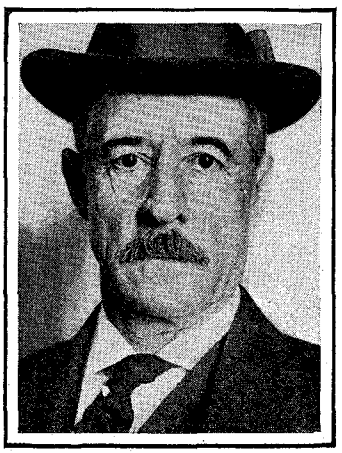
"THE NEWS AND COURIER."

The Cleveland (Ohio) "Plain Dealer," a reasonable representative of Republican opinion in the President's own State, wishes to leave the seniority question to the Labor Board itself:

The Labor Board has all the facts involved in the controversy. It is the representative of the public and the Government in this dispute, entrusted with the responsibility of making fair and equitable adjustments between capital and labor employed in the transportation field. The Transportation Law provides special means by which controversies must be brought to that agency for adjudication, but in a National emergency of this kind technicalities might well be waived and the President as responsible leader in this matter ask both groups to end the strike and to resume operations on the basis of conditions existing either when the strike was called or those laid down in the recent ruling of the Labor Board, pending its decision on the seniority as well as the wage question. Such an agreement would end the strike at once, which is admittedly the main consideration, and would go far toward establishing the Labor Board as a Government agency for preventing interruption of transportation service in the future. "PLAIN DEALER."

The Chicago "Evening Post," an independent journal that has influence with the best class of intellectual opinion, wonders what induced the President to take so unfortunate a step:

No argument, aside from that of



Bain

JOHN M. PARKER, OF LOUISIANA

Paul Thompson

THOMAS E. CAMPBELL, OF ARIZONA

Bain

WILLIAM C. SPROUL, OF PENNSYLVANIA

GOVERNORS WHO ANSWER THE OUTLOOK'S QUESTION

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

public need, can be offered against the contention that justice demands the protection of the men recently employed by the Railroad Companies as well as those who remained loyal when the strikers quit work. Whether public need is sufficient reason for setting aside this obvious requirement of fair dealing may be open to discussion. We are inclined to think some other way of meeting public need must be found. Men who deliberately choose industrial warfare as a method of obtaining their ends should be required to accept the consequences of the method. We may be prepared for the time to tolerate the strike as a legal means of controversy, but we are under no obligation to free it from all risk of loss to those who adopt it. The situation is unfortunate from the standpoint of the country, and there will be a good deal of wonderment as to what considerations induced the hope in the President's mind that his threefold proposal would be acceptable to the railroads. "Post."

From Minneapolis the "Tribune," highly regarded in the progressive State of Minnesota, expresses its amazement at the President's proposal:

The "Tribune" is constrained to confess its amazement at the President's plan to bring about a settlement of the shopmen's strike. Like a great many others, we are at a loss to understand the thought processes by which the President arrived at the seniority proposals he made the railroad executives. On the word of the Labor Board the railroads promised permanent positions to all men who stayed at work or who came to work. The good faith of the railroad executives, as well as of the Labor Board, was pledged, rightly or wrongly. Yet in the face of this patent fact the President asks for a repudiation on the part of the executives, which repudiation would also be disobedience to the Labor Board. As matter now stands we do not see how the members of Labor Board can continue to hold office.

Minneapolis "Tribune."

The Omaha, Nebraska, "Bee," strict in its Republicanism, a competitor and rival of Senator Hitchcock's newspaper, the Omaha "World-Herald," widely read but hardly so influential with independent readers as in the days of its eminent founder, Victor Rosewater, Sr., is proud of the President:

Originating as a labor dispute, the shopmen's strike has become a Governmental problem. The President, who bided his time, has now made a final emphatic declaration which reveals him to the very men who cast suspicion on his motives, as the spokesman, not for any class, but for the whole people and the higher good. To those who have shown their faith in the President this is a proud moment. It is a time for rejoicing on the part of all Americans who set the general welfare above special privilege to any class. Omaha "Bee."

In the Rocky Mountain region no newspaper is more respected than the "Idaho Statesman" of Boise, Idaho. Its telegram is succinct and effective:

The railroads are running by help of men who remained on the job and by new ones promised permanent positions by open letters from the Presidents of the railways. If the railroads yield on the seniority question, the roads will not run when the next strike occurs. We think the President's action unwise.

"Idaho Statesman."

The three Pacific Coast States—California, Oregon, and Washington—evidently have very definite opinions on the seniority question. Three strong newspapers of that region, all Independent Republican in their political sympathies, have telegraphed us their views. The Los Angeles, California, "Times," which has long had a reputation as a fearless fighter for what it believes to be the rights of the public in labor controversies and has sometimes suffered physically in consequence, wires The Outlook as follows:

We feel that the railroads were right in keeping faith with the men employed in positions left vacant by strikers. The strikers abandoned their seniority with full knowledge they were doing so when they abandoned their jobs in an attempt to embarrass the conduct of traffic. The men who took their places did so in good faith, in the face of danger, and in pursuance of their Constitutional right to sell their labor as free men. The suggested compromise, if adopted, would make their jobs untenable. For the railroads to thrust them aside in favor of the strikers would be the depths of dishonor, and if continued as a systematic plan in future strikes would result in industrial disaster. The certain result of the proposed compromise would be to strengthen the closed shop everywhere and encourage future strikes.

The Los Angeles "Times."

The proprietor of the Spokane, Washington, "Spokesman-Review" has for many years been a supporter of the social and political policies of Theodore Roosevelt. The telegram of the "Spokesman-Review" indicates that it regards the seniority proposal made to the railway executives as a violation of "the square deal:"

It is apparent that the negotiations broke down because the heads of the railroads could not bring themselves to acceptance of the injustice of returning the strikers to their old positions with seniority rights over the loyal men who stood by the railroads and the public. To do that would set a premium on striking and a penalty on faithfulness, the railway chiefs contended, and to that conviction there is no adequate answer. The nearest approach to it was the argument presented by Secretary Hoover that the Administration considers that maintenance of the authority of the Labor Board far transcends the principle of seniority. At the moment it is impossible to forecast public opinion on the clear-cut issue thus raised by the refusal of the railway executives to yield their convictions of duty to their loyal employees. It is difficult not to sympathize with them in their dilemma. "Spokesman-Review."

Lastly, the Portland "Oregonian," for forty years a defender of high social, economic, and political standards on the Pacific coast, points out in its telegram that the seniority question involves, not an industrial, but a moral issue.

Seniority, in our understanding, involves the right of shopmen who by their own acts and statements and by pronouncement of an arm of the Government—the Labor Board—have ceased to be employees of the railroads. It involves the right of ex-employees to return to their positions and oust men employed on the representation that they were performing a patriotic service, and employed also with the widely advertised promise that their positions would be permanent and that they would be protected by the Government therein. From the moral standpoint, it matters not whether these new men are as desirable mechanics as the men who have lately quit their jobs. Bad faith is bad faith. It is not rendered less obnoxious by the facts that it is advocated by so exalted a person as the President of the United States and that it is directed against citizens of lesser importance and influence. The public is probably not yet fully aware of the significance of seniority rights. When it is, we are confident that it will support the moral side of the issue. "Oregonian."

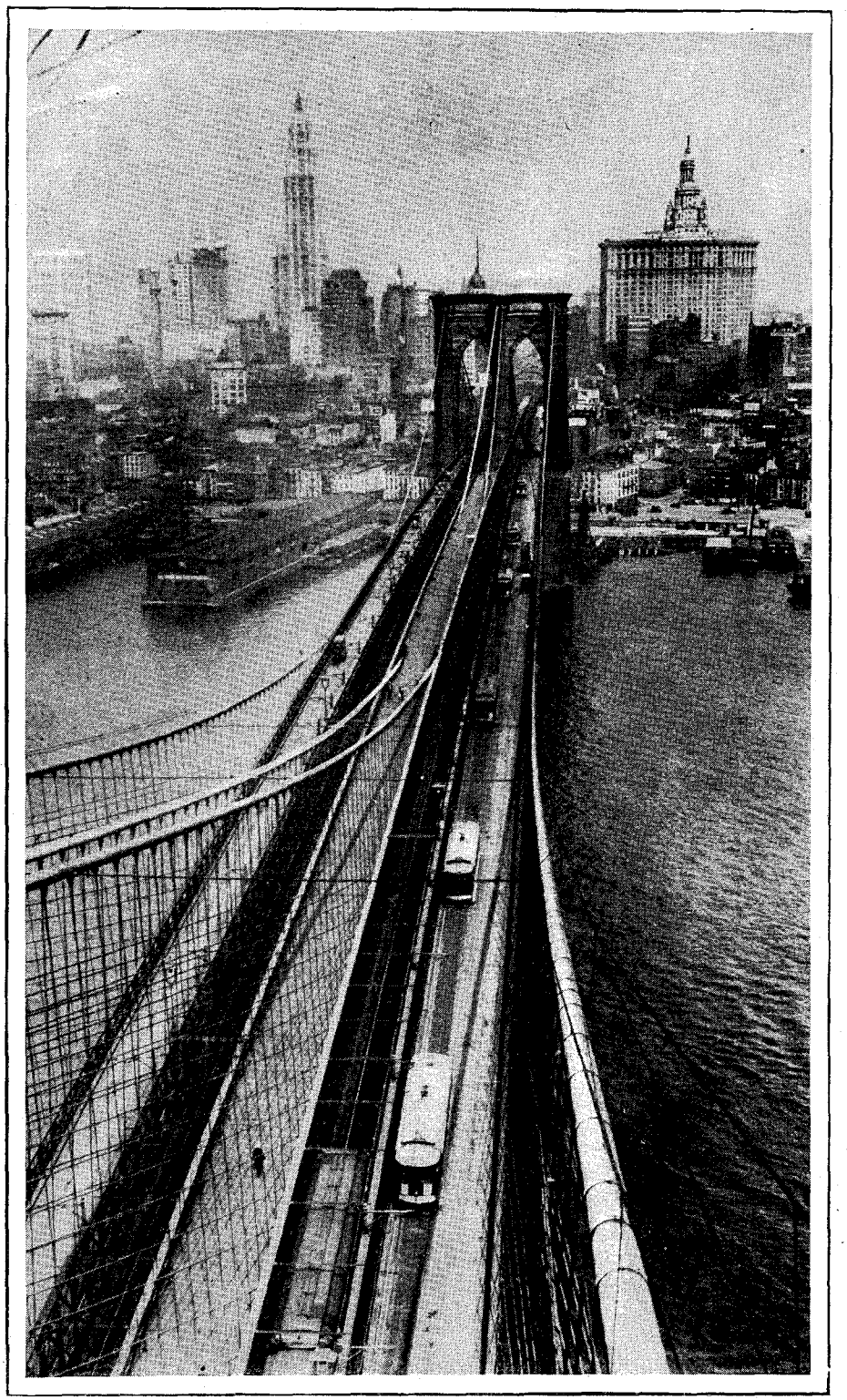
The foregoing expressions of official and public opinion are not, of course, from every political party or every geographical section of the United States. But they are sufficiently representative, we think, to indicate a very strong and influential opposition to the President's first seniority proposal.

On August 7, after the receipt of the telegraphic comment here printed, President Harding issued another call to both railway executives and railway strikers urging them to submit the disputed question of seniority to the Railroad Labor Board, thus receding from his original position of insisting upon the restoration of seniority rights unimpaired. The Railroad Labor Board by formal resolution has expressed its willingness to adjudicate the question of seniority rights if that question should be submitted to it. Both executives and strikers have expressed dissatisfaction with the new proposal—the strikers evidently and naturally preferring an absolute provision made by the President in their favor to an arbitration by the Labor Board; and the executives taking the ground that if the restoration of seniority is inherently unjust a decision by the Labor Board cannot make it any more just than a decision by the President.

The Outlook's views will be found expressed in an editorial on another page.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

AN AMERICAN MONUMENT TO ENGINEERING SKILL



International

BROOKLYN BRIDGE AS SEEN FROM THE TOWER AT THE BROOKLYN END

When the New York City Commissioner of Docks and Bridges declared the other day that one of the cables supporting the Brooklyn Bridge was slipping and that the bridge might have to be rebuilt or replaced, the people not only of New York but of the Nation suddenly remembered what most of them had forgotten—that in this bridge they possess one of the greatest and most beautiful structures in the world. Not even the skyscrapers that have shot up since it was first built have impaired its dignity. The alarm about it is needless. Engineering authorities pronounce it perfectly safe. To lessen the strain upon it there may be some changes in traffic to reduce its "live load;" but its strength, like its dignity, remains unimpaired

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

A EUROPEAN MONUMENT TO PATRIOTIC SACRIFICE

Wide World Photos

THE CEREMONY AT THE DEDICATION OF A MEMORIAL TO THE FIRST VICTIM OF GERMANY'S AGGRESSION

People's memories are short. Eight years ago France at this time was withstanding almost alone the shock of the massed troops of the Central Empires, which, if successful, would have made Germany as ruthlessly despotic a power as ever was Assyria or Babylon. To-day this has apparently passed out of the minds of many men who would be paying taxes to German tax-collectors except for what France then did—and did practically alone. The first man to fall in that onslaught was a French corporal, André Peugeot by name. Where he fell, at Jonchery, in Belfort, a monument has been erected, and, as pictured above, recently dedicated

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

STATESMANSHIP RUN WILD

BY CLIFFORD ALBION TINKER

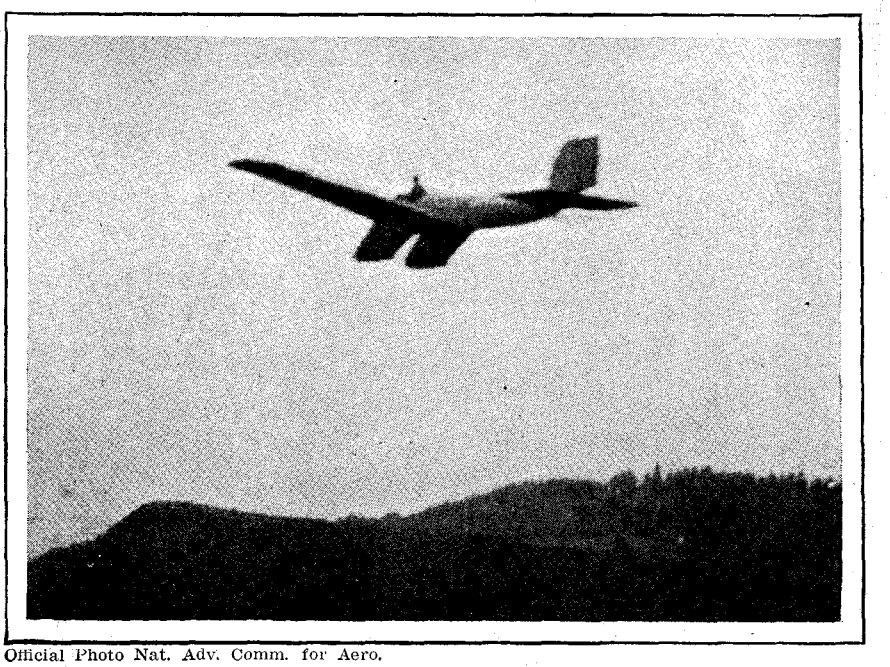
CANUTE, mighty statesman and king, at the summit of his power ordered a seat to be placed for him on the seashore when the tide was coming in. Thus seated, he shouted to the flowing sea: "Thou, too, art subject to my command, as the land on which I am seated is mine; and no one has ever resisted my commands with impunity. I command you, then, not to flow over my land, nor presume to wet the feet and the robe of your lord."

The tide, however, continuing to rise, dashed over his feet and legs without respect to his royal person. And the tide still rises and falls, while the proud conqueror of England, Denmark, and Norway has been dead these nine hundred years. Two years ago I stood looking at a mortuary chest on top of the parclose screen between the choir and altar of Winchester Cathedral, England; in that chest were the bones of Canute. The very next day after gazing at the box of royal bones, when I desired to take ship from Southampton to France, I found the tide rushing into the shipping basin with a powerful current, swift and strong enough to require special cables hitched to special buoys to assist the ship in turning outward toward the sea.

Canute, by an accident of birth, remains as an ossified relic—the tides are mocking, treacherous, they go on forever. Thus does nature rebuke kings and statesmen. The great Danish-Slav knew all this. His seeming foolishness was intended to be a wisdom lesson to his nobles and his successors for all time. But, alas! we flaunt the wisdom of our fathers.

Canute-like, the Allied leaders and statesmen, after the armistice, by restricting commands ordered the German mind to cease thinking, at least along aeronautical lines. Their success about equaled that of Canute with the tides. They had not learned his lesson. The combined intelligence of seventy million people is a mighty factor in human affairs; the mental processes of such a multitude cannot be controlled by alien specification, nor yet by alien regulation.

Hence the Germans, despite the power of the Allies, while not openly braving the restrictions, secretly continued their efforts in the development of aviation until they have outdone the eagles of the air. German bird-men, in flying-machines lacking motors, lacking propellers, lacking gas, have flown for miles at high altitudes, have cut circles and figure-eights, have taken off, and after zigzagging all over the Rhone Valley have returned to the exact spot they left to make their landings. If this is not stealing the secrets of gull and eagle, what is?



Official Photo Nat. Adv. Comm. for Aero.

This extraordinary contrivance afloat in the air is Klemperer's glider. At the time when this picture was taken Klemperer was making a record flight without engine, propeller, or any means of propulsion except the imitation of the flight of birds. His record flight at this time lasted 12½ minutes and covered 8½ miles. This illustrates the way in which the Germans have turned their skill toward intensive aeronautical research under the restrictions imposed upon them concerning aircraft

Denied the opportunity of building aircraft, denied the right to purchase machines and engines abroad, the Germans were forced to turn their skill and enthusiasm toward intensive aeronautical research. They were successful almost beyond comprehension. The Germans have turned to gliders. It was the study of gliding experiments that furnished the Wrights with their data for building successful airplanes. Now the Germans, by combining the knowledge of early gliding experimentation with the knowledge of flying and wing and fuselage construction gained since the epoch-making flight of the Wrights' first plane, on December 17, 1903, have built new and stable gliders, and with them have accomplished soaring and gliding flights which equal, and in some respects excel, the performance of huge birds.

At first the Allied officers looked upon this gliding activity as a mere schoolboy craze. This idea found reasonable basis in the fact that the experiments were carried out under the auspices of the various technical high schools, akin to our technical colleges, and that the fliers were in most instances youngsters. But as record after record fell and some of the participants were experienced and skillful aviators, a class which seemed to be growing, the Allied officials took cognizance, and then became alarmed. In fact, at each new record they got an international chill.

This state of affairs, together with certain suspicious doings among the German aircraft manufacturers, brought about a more serious regulatory hampering of the German aeronautical industry. When the full record of soaring flight became known, and it was found that Klemperer had made a glider flight of thirteen and one-half minutes, Martens one of fifteen and three-quarter minutes, and Harth had flown twenty-one and one-half minutes, the whole German aircraft scheme was practically wiped off the slate by a command to cease entirely the manufacture of anything which could be used in, on, or in connection with aircraft. This regulation was promulgated by the Allies on May 5, 1921, and was to remain in force until

Photo. by courtesy of Paris Office N. A. C. A.

This is the way Klemperer's queer contrivance looks as it rests upon the ground. The undercarriage of the usual type in airplanes is here replaced by two padded buffers. Instead of using a catapult to launch the glider, the inventor has ropes attached to the body by means of which running men are able to get the glider off the ground just as a small boy raises his paper kite in the wind

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

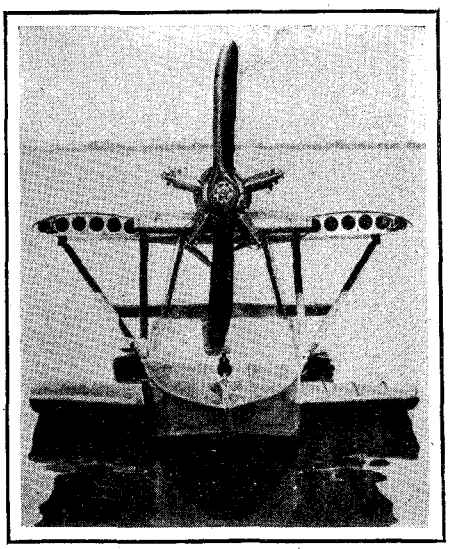
a new set of regulations could be produced which would allow certain aircraft to be built and flown in Germany, but which would confine such activities to commercial aircraft alone.

The result of this dictum was a boomerang which has done wonders for German aviation and placed the Allies in the position of having defeated their own purposes. Not only have the Germans retaliated by discriminatory regulations of their own, which make German aeronautical practice a closed book to the Allies, but they have gone to Holland, Switzerland, and Russia with their men and money, and have thus nullified Allied control. If the Allies were right in their original contention—that is, that aircraft in German hands constitute a menace to the peace of Europe and the welfare of democracy—this last action by Germany certainly contains the seeds of calamity. Germany alone might prove a difficult problem; Germany allied to Russia becomes a menace.

Signs of impending German alliances with capital and industry in outside countries began to appear in the summer of 1921, and the Allied control committees hastened to perfect regulations which should relieve the situation; but this move came too late. As a matter of fact, the Allied control of German aeronautics has passed from blunder to blunder, until one begins to wonder just how far international imbecility can go. With the present scheme of Allied control, which took effect on May 5, 1922, it can be taken for a grave certainty that the end is not yet.

An old fallacy, deemed to be axiomatic by certain French officers who ought to know better, is responsible for this chaotic jam in German aviation. The silly and harmful claim was advanced at Paris that a commercial air fleet can be turned into a war fleet in the course of a few hours, therefore Germany must be prevented from building commercial aircraft. How is it that distinguished officers, diplomats, and statesmen cannot understand, even with the novice in military and naval aviation, that, although a large commercial machine can be turned into a bomber without much difficulty, an entire fleet of such bombers would be utterly at the mercy of a small force of fighting machines unless the bombers were accompanied by fighting machines of their own? Let the Germans build commercial machines—the bigger the better, for they would thus be certain prey for fighters—but restrict the building or purchase of fighting craft.

Instead, the Allies restricted machines of large size, but permitted the building of small, low-powered, short-range planes—that is, since May 5, this year. This has resulted in the production of a small plane with a wing spread of less than thirty feet, with an engine of fifty horsepower, all metal, which can carry three persons in addition to the pilot, and at a speed in excess of one hundred and thirty miles an hour! And this is supposed to be a commercial airplane! By their own regulations and restrictions the Allies have been the means of giving Germany the most efficient fighting plane known! Leave out the passengers, provide ordnance, thus reducing the load and gaining fighting equipment, and this new monoplane becomes a war machine *par excellence*.



Official Army Air Service

Here is another German contrivance. It is the "Dragon-Fly," an all-metal sporting type of seaplane, built by Dornier, of Germany. It has folding wings for space-saving storage and for ready transportation to and from the beach. Low cost and high performance characterize planes of this type. This design was perfected during the months when the Allies' restriction on Germany was at its worst

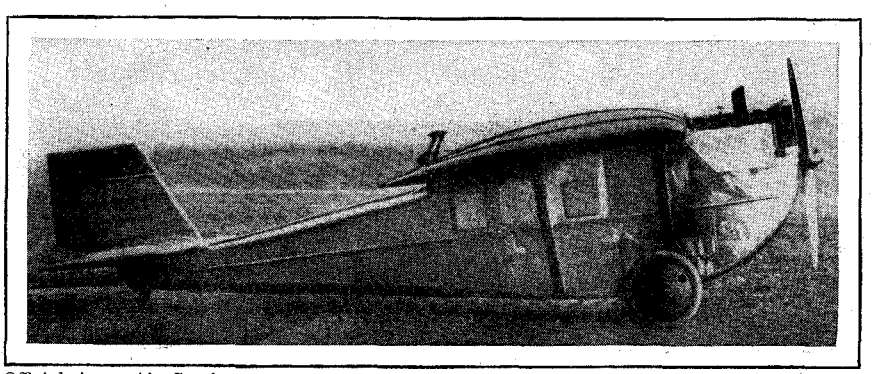
A little inside history, which now may be told, in connection with the May 5, 1922, pronouncement of the Allied Council of Ambassadors for the purpose of maintaining an aeronautical supervision in Germany to replace the Interallied Aviation Control Commission: The text of the new regulations was forwarded to our State Department for action in October, 1921, obviously with the hope that we would join the Allies in its approval and enforcement. The paper in question was sent by the State Department to the Chief of the Army Air Force, the National Advisory Committee for Aeronautics, and to Admiral William A. Moffett, Chief of the Navy's Bureau of Aeronautics, for comment and recommendations.

A remarkable document this pronouncement proved to be. It contained provisions for the makeup of the Guaranty Commission, which, by the way, was to be headed by a high-ranking British Air Force officer, instead of a French officer, and to consist of three other British officers, three French officers, two Italian officers, and two from Japan and two from Belgium. This group was to be established in Germany, with headquarters in Berlin. This Commission was to have the power, according to the text submitted, to go anywhere in Germany at any time to inspect aircraft and their manufacture and operation, and this for a period of eight years, at the end of which period the situation will be examined with a view to future decision.

During the eight years the Commission is to have the full co-operation and assistance of the German Government, to be provided with diplomatic privileges, to be suitably housed and the property occupied to be given extra-territorial status, to be furnished with required liaison officers, and to be guaranteed that no efforts will be made or steps taken of any kind to hinder the operation of the Commission in any manner whatsoever. One evidence of sanity was noted in this paper: the Allies will pay the salaries and expenses of the Commission.

In addition to carrying out the provisions and restrictions embraced in the Versailles Treaty, the Commission will guarantee the nine rules for the discrimination of military and civil aircraft. These rules are particularly interesting, inasmuch as they define what France and England, the other Powers consenting, consider to be military aircraft—that is, in the hands of a potential enemy; just what they would subscribe to in the way of rules restricting the character of commercial aircraft within their own industries might be another story.

Briefly summarized, these nine rules provide: That any monoplane having more than sixty horse-power will be considered a war plane, and therefore war material. Any aircraft capable of flying without a pilot will be given the same rating—this precludes radio control of aircraft in Germany. Any aircraft having armor or means of self-



Official Army Air Service

This also is a Dornier plane. According to the builders, this all-metal transport plane "should especially be suitable for air transport in countries not yet fully opened up." This is significant, in view of German activities in Russia. The 1922 model here pictured is on the wiry edge of the regulatory specifications

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

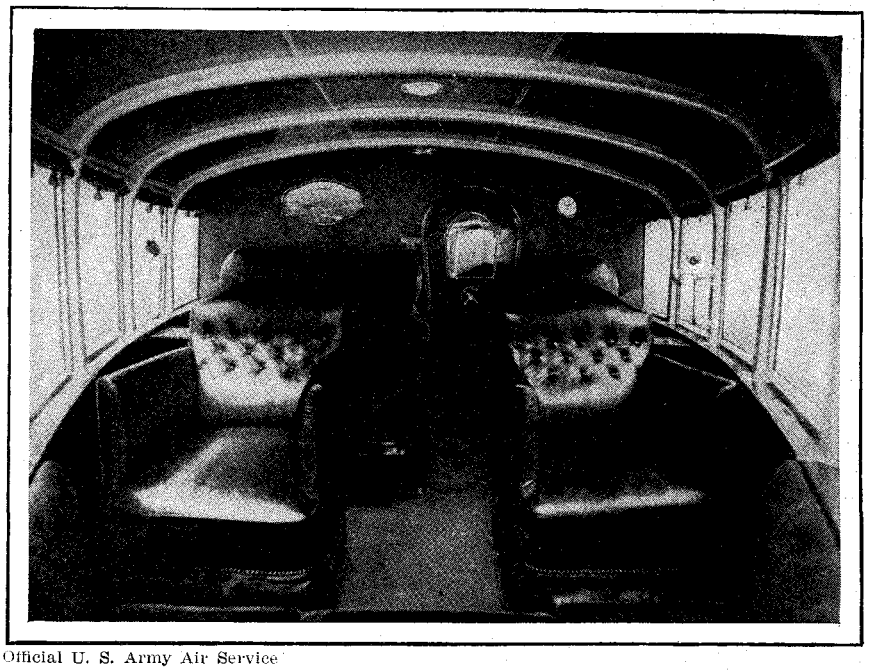
protection or being capable of having sighting devices installed is also military. No plane may have an allowable ceiling in excess of 4,000 meters, and no supercharging system for motors may be carried.

Planes may not exceed a maximum speed, with full load at an altitude of 2,000 meters, of 170 kilometers an hour, and the amount of fuel and lubrication oil to be carried is limited, so that the extreme range of action will not exceed 470 miles. And, further, no heavier-than-air machines will be allowed which carry a load in excess of 252 pounds (600 kilogrammes), whether or not the conditions of the foregoing rules are complied with. This load includes the pilot, mechanic, fuel, and instruments.

With respect to lighter-than-air craft the rules are even more stringent, Germany being the real home of airships. No engines may be used which will give the airships a speed in excess of 60 miles an hour. Rigid airships must not exceed a gas capacity of 1,000,000 cubic feet, less than half the size of the famous R-34. Semi-rigid airships must not exceed 800,000 cubic meters, or two-thirds the size of the Roma; while non-rigid airships (blimps) shall not be larger than 700,000 cubic feet. These restrictions hit the German airship industry a body blow.

In addition, all factories manufacturing aviation material must be declared; all pilots and students must matriculate under the rules of the Commission; and the Commission will determine the needs of German civil aviation. This last means that the Allies control the number of planes and motors which Germany may have for commercial use for the next eight years.

Admiral Moffett, with characteristic statesmanship, often manifested by the officers of our Navy, declared that the United States could not be a party to such discriminatory regulations. First, because this country could not define the military and naval status of aircraft within such narrow limits. The whole science of aeronautics and the art of flying being in too much of a condition of experimental flux, we might, within a short time, find our regulatory birds coming back to roost.



Official U. S. Army Air Service

Certainly the Germans are ahead of most nations when it comes to attractive and comfortable fittings on passenger aircraft. This cabin interior of a 1922 model seaplane of the Dornier all-metal type is certainly inviting. Let's go!

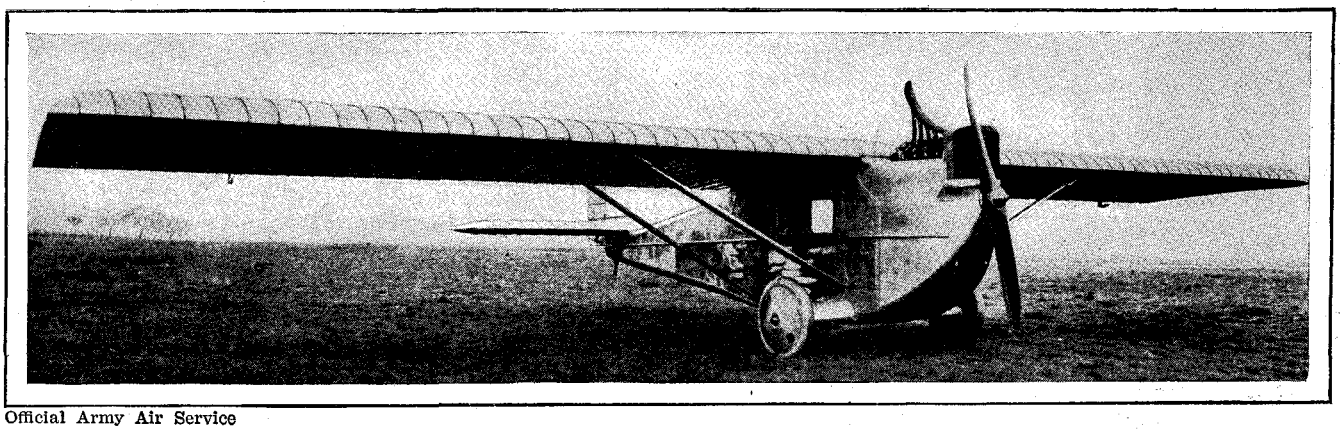
Secondly, Germany having been one of the foremost nations in the development of aeronautics, and possessed of abundant engineering talent, should not be held down so materially; otherwise the development of commercial aviation, so necessary to present-day commerce where time is a tremendous factor, will be retarded and hindered to the great economic disadvantage of all nations using aircraft.

Thirdly, the fact that Germany is the only real barrier between western Europe and the onward rush of the Slavonic advance guard of yellow Asia makes it imperative that Germany be allowed to maintain an air fleet for the common defense of Western civilization. Hence the regulations, as laid down, defeated all thought of the immense advantages of an air force sufficient to absorb the first shock of an Asiatic invasion.

Fourthly, if the restrictions embraced in the communication should be carried out with honesty, then Germany would feel it a necessity to take her aircraft industry to other countries, and such a course would at once throw the whole matter of Allied control into chaotic inefficiency.

Our Army authorities and the Advisory Committee concurred with Admiral Moffett, and this country refused to become a party to the control of German aviation along the lines indicated. The Council of Ambassadors, however, approved the rules, and the Commission took office on May 5, last.

It now appears that Germany has done just what Admiral Moffett feared. Instead of a buffer against the possible invasion of Slav and Mongolian, Germany is bound to those elements by treaty and is utilizing Russia's enormous supply of raw materials and cheap labor to manufacture aircraft on a grand scale for any use which may be desired, military, naval, and commercial. Of what avail are the rules governing size, speed, carrying capacity, and type?



Official Army Air Service

Here is another view of a Dornier all-metal plane. It illustrates the strange new forms which are coming to light in the German effort to meet the Allied control requirements in aircraft design and manufacture. It is a single engine plane and is, it is reported, a new step in airplane economics

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

None whatever. Not being able to build "bricks without straw," Germany has gone where such commodities are limitless. Moreover, a revengeful spirit may find it possible to carry out retaliatory measures to the full, and thus visit on the Allied nations a sore rebuke for official persecution.

Already commercial aircraft lines are in operation from Berlin to Scandinavian ports, to the Baltic States, to Poland, and to Russia. Copenhagen, Malmö, Stockholm, Reval, Riga, Memel, and Dantsic are linked up by air, while lines from Berlin via Dresden reach Breslau, Warsaw, and contiguous territory. Other lines are operating between Dantsic and Königsberg and extend to Kovno, Smolensk, and Moscow. Still others are in process of completion from Reval to Petrograd and important points between.

This would cause no adverse comment if we were sure of Russia, but that virile and unawakened nation is in the grip of the foes of organized civilization as we know it; thus the Slav is an unknown quantity. Germany we know; hence our anxiety. The Allies are of course worried; yet they persist in carrying on, they continue useless and irritating control, they grimly stick to their regulatory guns.

What will come of it all is anybody's guess. One thing is certain, however, and that is that Germany is determined by hook or by crook to have all the aviation she wants, and it appears that she is getting it by, to use a trite expression, leaps and bounds.

As for the left-handed alliance simmering away in the depths and darkness of that land which hurled back the might of Napoleon, the alliance which binds together the supposed two extremes of republican government in Europe—why, anything can come from that alliance. Should disaster to the peace of Europe and danger to world civilization come from it, we may chalk the whole business down among the fretful and irritating gumboils of Allied diplomacy—otherwise European diplomacy—with which the book of time is replete, but which, however, like all such mistakes and blunders, will be swept aside in the onward march of civilization toward the goal of rational thinking, rational living, and—save the mark!—rational diplomacy.

SOMEWHERE ELSE FOR A DOLLAR A DAY

BY J. C. LONG

EVER since the days of Mr. Wells's red-eyed cave man the human species has wanted to be somewhere else. Whether pressing in hordes across the north of Europe, sailing on the unknown Atlantic of Columbus's time, or driving in caravans over the Western plains, man has been on the move.

The organization of modern life has checked the ease of pulling up stakes continually, but the development of the modern automobile has enabled the human creature to continue to satisfy the craving for travel.

The cold weather of winter and the exigencies of business keep the worker pretty much tied down for most of the year; but when summer with vacation comes, the romantic desire to see what lies over the hill asserts itself, and hordes of motorists take to the broad highway.

For many years touring was the sport of the prosperous. To-day one still may travel like a king, but the privilege is no longer exclusive. Low-priced cars, low cost of equipment, coupled with good management on the part of the tourist, make motoring a recreation at the command of the moderate purse. There are camp sites everywhere, most of them free, others making a small charge, such as fifty cents a night. In short, the car owner of 1922 who feels the urge to be moving on can readily be "somewhere else" at an expense of about a dollar a day.

It is assumed that the man who wishes to keep his budget within this figure does not expect to have Statler service nor meals created by Oscar. He will be his own Robinson Crusoe and his own Man Friday; but the meals and equipment suggested here have borne the test of experience, giving health, pleasure, and the sense of getting as closely back to nature as is humanly possible.

The dollar-a-day camper first thinks of those things which he can do without. On a "roughing-it" campaign he can readily dispense with butter, bread, and milk. He is not going to carry an ice-chest, which rules out the butter and milk at once. He will not have the space for bread, which grows quickly stale.

This does not mean that he will have to sacrifice any food values. Whole-wheat crackers and hardtack will take the place of bread. To one who is sitting at a desk this may seem like pretty dry fare; but after a few hours' drive in the breeze or after a night's sleep in the open the appetite becomes less finicky.

Crackers, to be sure, are merely the base of the meal, not the whole menu. Soup is a good first course. A plentiful supply of canned soup can be readily stored in the car; but it is advisable to choose a thick kind, such as vegetable, for in it is concentrated nourishment. Consommé, for instance, may be appealing in the dining-room, but it makes thin rations around the camp.

Canned beef is good for those who can eat it without future trouble, but the average camper does better on other fare. It is safer to carry tins of bacon. Crisp bacon is decidedly tasty, and it supplies a fat content which is missing from the menu when butter is eliminated.

Powdered coffee, or tea or cocoa may be carried according to the family preference, and evaporated cream can be used instead of milk.

The element of fresh greens remains to be supplied in this bill of fare. Some campers may not miss it; but those who do need not worry. Around every camping reservation there are hucksters who seem to have a genius for finding out where there may be any business.

Salt and sugar must of course be included in the supplies.

With the food question comes the matter of cooking. Building a fire is usually good fun, but it is a dangerous occupation for the amateur camper. Thousands of dollars' worth of timber are destroyed every year because of the carelessness or ignorance of campers in building fires. It is better to carry a Theroz or Sterno canned alcohol kit, such as can be purchased from the Boy Scouts' headquarters in New York. Several dollars' worth of the alcohol cubes will last a family of four for two weeks or more.

Provision must also be made for sleeping. In some cars the front seats fold down or are removable, so that the vehicle can be turned into a bed for two. But a group of four would need at least one extra shelter tent. Such tents are very inexpensive and have the advantage, since they have no poles, of folding up into a small space, so that they can be readily carried on the running-boards.

The tents may be erected by stretching ropes from the top of the car to near-by trees. Care should be taken to have the pins driven deep to attach the canvas close to the ground. The site chosen should, if possible, allow of drainage away from the tent in case of rain, and should be, so far as circumstances will permit, on gravelly or porous soil. In any event, it is advisable to dig a shallow trench around the tent to carry off moisture.

A rain-coat with blanket spread over it will form a mattress. Some campers and the weight of tradition recommend cedar boughs for a bed, but the art of sleeping on them will have to be acquired. Some motorists prefer to sleep in hammocks, a satisfactory method when there is no rain. In summer-time a rain-coat and a pair of blankets for each person and sufficient tents should care for the sleeping equipment.

A medical kit should always be carried. This should include a Red Cross first-aid outfit. In the absence of a

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

physician, it is well to have on hand cascara or castor oil; spirits of camphor, to be taken internally in small doses in case of diarrhœa, which is likely to develop from change in drinking water; epsom salts, to remedy ptomaine poisoning; and mustard for external applications in case of cold.[1]

A spade should be carried for sanitary purposes.

The question of cutlery, plates, and napkins can best be determined by the preference and supplies of the individual household, though camping sets which pack in a small space can be purchased at moderate prices.

A camping trip on the programme lined out above can be managed at a cost of a dollar a day per person. The food will be considerably less than that. The cost of elements entering in depend of course upon circumstances. If tents are purchased, the full cost of these cannot be entered on the books for a two weeks' trip, as they will last season after season. Many households will already have the full equipment required. The expense of motor fuel will depend on the distance covered. Some days this will amount to little or nothing. It is a common practice for the motor camper to drive to a forest reserve, select a camp site for a week, and spend most of the daytime exploring trails on foot.

No fixed budget will apply to every experience, but certain it is that the recreation and romance of the endless road are to-day obtainable by the citizen of moderate means.

LÈSE-MAJESTÉ

BY HERBERT S. GORMAN

THE idle chatter, rising like a fountain
In slender gushes, sinks in silver mist
Upon white shoulders. Higgins, from his mountain
Of watchful inattention, seems to list.

Colossus of wise butlers, for a minute
He sways in clouds of conversation, turns
His face against small flocks of words, and in it
I catch a lightning flash that twists and burns.

Now imperturbable he sees the lady
Depart in warm chinchilla, thinks of her
As something set apart and is afraid he
Might comprehend her motor's feline purr.

EXPERIENCES OF A PINCHOT WATCHER AT THE POLLS

BY IMOGEN B. OAKLEY

MR. PINCHOT, who won out in the struggle between the progressive and reactionary factions of the Republican party in Pennsylvania, gives the women of the State the credit for his victory. He gallantly concedes more than they claim, but there is no doubt that the first check in the pleasant little game arranged by the bosses was administered by Mrs. Barclay H. Warburton, Vice-Chairman of the State Republican Committee, when she announced that the women of the State would not vote for any one of the three men favored by the organization.

Courageous, and even daring, as was her act, it had been made possible by the educational campaign conducted by the League of Women Voters.

The members of the League, facing the primary, had asked each other, "Why should we vote for men of whose opinions we know little and of whose characters we know nothing?" A natural question, but one the men of the State had never thought to formulate.

In order to see and know the candidates and their opinions, the League arranged a series of public luncheons in Pittsburgh and Philadelphia. All the various party candidates for the Gubernatorial and Senatorial nominations were invited and given the opportunity to define their attitude toward the problems confronting Pennsylvania.

Over a thousand women gathered at each luncheon. They were a critical audience. They wanted facts. They were not stirred by declarations that the Constitution must be preserved, nor were they roused to enthusiasm by apostrophes to the flag. They were noticeably unresponsive to the oratorical efforts of the three favored candidates, but Mr. Pinchot's suggestions of the best way to "clean up the mess" in Harrisburg were warmly applauded. Mrs. Warburton knew on whom she could rely when she made her declaration of independence.

The women did more than vote for Mr. Pinchot. They watched at the polls and had an eye on the counting of the ballots. In almost every election division of Philadelphia one or two carefully instructed women sat at the polling-place, and several more, under the name of Vigilants, patrolled the pavement, ready to summon legal or police assistance should the watchers be in need of either.

The Voters' Assistance Clause of the Pennsylvania Election Law complicates the task of the independent watcher. Under this clause, any voter claiming a disability may receive assistance in marking his ballot. The disability may be physical or mental. A voter may be blind or lack his right arm; he may be feeble-minded or merely not know how to read or write; in either case he claims a disability and asks for assistance, and a kindly ward leader is always at hand to go into the booth with him and mark his ballot.

In the election of 1915 thirty thousand voters asked and received assistance. Pennsylvania ranks low in the scale of literacy—the superintendent of the Philadelphia public schools has just told us that there are eighty thousand illiterates in that city. Yet even with this large number of citizens unable to read or write any language it seems improbable that thirty thousand men should have required assistance in 1915.

The Voters' Assistance Clause, on the face of it, is merely a device to enable ward leaders to keep tab on the voters who are paid for their votes, and it is a

[1] Concerning the selection and use of medicines we advise consultation with a trusted physician in advance of the trip.—The Editors.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

matter of current belief in Philadelphia that the number of assisted voters in any election depletes the treasury of the assisting party by as many dollars.

At a general election the voter who claims a disability and asks for assistance is made the judge of his own disability. He may not be challenged unless the challenger has positive proof that the disability is assumed. At the primary, however, the voter asking assistance may be challenged and required to make an affidavit that his disability is as claimed, and it is the duty of the watcher to look on the registration list for the name of the voter asking assistance and see whether he wrote his name or made his mark. The performance of this duty has often been attended with consequences uncomfortable for the watcher. In my own ward brawls and fights have not been uncommon, and before the Personal Registration Act went into effect the independent watchers had sometimes to be carried from the polls to the hospital. Happily, no such fate befell my alternate nor myself, and our faithful Vigilants had no more serious duty than to give us an occasional reminder of their supporting presence.

Our polling-place, instead of being in a saloon, as in the old days, was in a sufficiently respectable office. The election officers, who were all Negroes—for in my ward the Negroes have a numerical majority—were courteous and carried their courtesy to the unexpected and agreeable extreme of refraining from smoking. The judge sustained all my challenges, even one against the hitherto all-powerful division boss, who was the only white organization watcher and the only one who showed hostility toward us women. Early in the day he brought in an old colored man as feeble in mind as in body and said to the judge, "This man cannot read or write. Make out an affidavit for him."

I found the man's signature in the registration book, and challenged. The boss said, contemptuously, "No one can read that scrawl." "I can," I replied. But the boss repeated his order to the judge. I again protested, and the boss, losing his temper, shouted, "Give that man an affidavit, I tell you."

I went to the dazed victim of our election laws and said, "Don't you know that if you put a mark on that paper you will surely go to jail?" Seeing that I knew the law and that the Vigilants were ready at a signal from me to call legal assistance, the boss hastily left the room and sent in a colored sub-boss, who told the old man that it was not necessary to make an affidavit. "Take this and copy it," he ordered, and, thrusting into his hand a sample ballot, he pushed him into a booth.

Sample ballots marked for the organization candidates were handed out openly and freely to all who asked for them and to many who did not ask. I knew that under the law such open distribution of sample ballots is not permitted within fifty feet of the polling-place, but I knew also that the courts had construed the law liberally and the judge would probably not sustain me if I should make a protest. I contented myself, therefore, with saying to a watcher whose pockets bulged with ballots, "Don't you think what you are doing is perilously like assistance?" He made no answer, but I noticed that he handed out no more ballots in the room.

This lavish distribution of sample ballots was reasonably good evidence that Mr. Pinchot's opponents had not resorted to the "floating ballot," a method of assistance which may or may not be indigenous to Pennsylvania, but which is so effective that, in the parlance of the street, it makes the Voters' Assistance Clause "look like thirty cents."

Under this method, a duly instructed voter, whom we will call No. 1, goes to the polling-place, takes an official ballot, and vanishes into a booth. After a suitable length of time he emerges, and what he does then depends upon the party affiliations of the judge. He may "forget" to deposit his ballot or he may drop into the box a sheet of white paper folded to resemble the ballot.

In either case, he walks away with an unmarked official ballot, which he delivers to the division boss, who awaits him in a convenient and secluded spot. The boss marks the ballot and gives it to No. 2, who goes to the polls, takes an official ballot, pretends to mark it, but on going out drops into the box the ballot marked by the boss and carries away the unmarked one. This is marked by the boss and given to No. 3, who does as did No. 2—drops the marked ballot in the box and walks away with the unmarked one. No. 3 is followed by No. 4 and No. 5, and so on to No. 100 or No. 200, according to the needs of the party or the number of purchasable voters in the division.

This method pleases both the boss and the assisted voter; the boss, because the series of unmarked ballots delivered to him is proof that the bought voter has stayed bought; the voter, because he is spared the humiliation of publicly proclaiming himself illiterate if his illiteracy be genuine, or the possibility of a jail sentence if it be assumed. The final count will show a ballot short, but there will be no clue to the identity of No. 1, who forfeited his own vote to begin the series.

The mysteries of the "floating ballot" were duly explained to inexperienced watchers, and my alternate and myself followed vigilantly the count for Governor. Ballots and stubs came out even, and the division boss said, "The matter with you women is that you are too suspicious."

When the polls opened, the judge assigned me a seat near the desk, where I was able to keep an eye on the registration book. My proximity to the book troubled the organization watchers, and during a temporary absence of the judge one of them said to me: "You are in the way there. Sit over here against the wall."

"But the judge gave me this seat," I remonstrated.

"What if he did?" said the man, squaring his shoulders. "I am the division boss, and what I say goes."

"Very probably," I answered, sweetly; "but I am required to take my orders from the judge, and, with your permission, I will sit here until he returns."

But when he returned nothing further was said about my moving.

Late in the day an organization watcher said suddenly, "No one has voted from Mulberry Street." "No," said another, "and I'll tell you why. A lady on Mulberry Street was put in jail last month; the division leader didn't get her out, and nobody's votin' on that street."

Four hundred and sixty-nine names were on the registration list, but only 309 ballots were cast. It is not so long ago that these figures would have been reversed, and it is barely possible that the revolt on Mulberry Street and the falling off in the number of voters is an indication of the waning power of the boss.

The election officers and organization watchers in my division were all old friends and co-workers at the polls. Two of them were father and son, two were husband and wife. They were intimate with most of the voters, asked after the children, and inquired why John or James or Amelia had not yet turned out to vote. It was quite a family party, and I felt like an unbidden guest.

Except for my challenges and an occasional difference with the division boss, the election in my division was peaceful and uneventful, and so it was in the majority of the election precincts. For this peace and order the Prohibition Law was largely responsible. The law is broken in Philadelphia, as in other cities, but the mass of the people support it, and no better evidence is needed than the order that prevailed at the polls. In a division often disgraced with drunken brawls I saw no sign of liquor and the most disreputable-looking voters exhaled no alcoholic odor, and from a majority of the divisions the women watchers made the same report. We were told the next morning that the quiet election was not due to the women watchers nor to the Prohibition Law, but to a special order from the chief of all the bosses that there were to be no disturbances at the polls. That may have been, but the fact remains that public sentiment would have tolerated no disturbances, and he knew it.

The bosses are learning, but there is still much that they fail even to apprehend. As the polls closed, the same sub-boss who had tried to get me away from the registration list said, "What are you going to get out of this?"

"A good Governor, I hope," I replied.

"Don't try to come that over me," he retorted. "Nobody works for nothing. What's in it for you? If you don't get paid for watching, you're out for a job."

It is this lack of imagination that may be the final undoing of the boss.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

PULLING MAIN STREET OUT OF THE MUD

HOW UNCLE SAM, IN THE RÔLE OF A GIGANTIC ROAD-BUILDER, IS HELPING THE STATES BUILD A VAST INTER-CONNECTING NETWORK OF 185,000 MILES OF GOOD ROADS THAT WILL TIE TOGETHER ALL COUNTY SEATS IN AMERICA

BY NEWTON FUESSLE

STRANGE and peculiar things have happened to the alimentary canal. It is no longer the simple, human piece of digestive apparatus it used to be in the days when every home had its yard, and every yard had its garden, chickens, and cow. The table of to-day is usually so remote from the source of its supplies that the speed with which butter, eggs, and vegetables are rushed into the hands of the cook has everything to do with the usefulness of these products. For their day is short.

The digestive journey of a bottle of milk may be said to start long before it flows through human lips. So does the digestive journey of almost everything else on the menu. Good roads have therefore come to be almost as important a part of the digestive tract as good teeth and good stomachs. Hence the road that the delivery truck has to traverse assumes a vital biological importance.

The term "good roads" is one of the least understood and likewise one of the most misunderstood terms in the American vocabulary. Multitudes of benighted residents of large cities still think of good roads merely as smooth and sporty stretches where they can step on the throttle and see what the old car can really do. Farmers of course know better. But vague and foggy remains the general conception of the subject. One inclines to regard good roads from the angle of one's own personal and restricted actual contact with them. And few realize that good roads are as essential a part of manufacture as lathes and benches and manual labor itself; for without the prompt and proper distribution of a product manufacture is an empty and unthinkable gesture. And every pin or thread or button that is manufactured has to rely sooner or later upon good roads to complete its journey to the consumer.

America has achieved a high degree of accomplishment in the neglect of its roads. The Appian Way seems to have been generally regarded as a piece of historic bunk. The Roman Empire may have deemed good roads a necessity, but our idea was sky-scrapers, elevateds, and Hudson Tubes. When a farmer got sick of slopping through the mud, he moved to the city. The term "stick-in-the-mud" became a symbol of the hinterland.

THE ROAD OF ROADS

The motor industry realized that the sale of its rolling stock was directly dependent upon the right kind of road surface over which to roll, and eight years ago a group of automobile men and others got together and organized voluntary groups of citizens to promote the biggest road-building project in history—3,305 miles of continuous improved motor road, running from New York to San Francisco, known as the Lincoln Highway. More than $41,000,000 has been spent up to date in actual construction work on the Lincoln Highway. The gaps that still remain are rapidly being closed up, and the big trail will probably receive its finishing touches long before the end of the twenty years originally figured necessary.

The Lincoln Highway, far from being merely a sporting proposition for those taking a vacation at the steering wheel, has proved to be a vigorous text-book and object-lesson, not only in the building and upkeep of good roads, but in their social, economic, and physiological advantages. Physiological? Exactly—for, as Mr. J. Newton Gunn, President of the Lincoln Highway Association, points out, good roads involve the elimination of much of the fatigue that mankind otherwise has to contend with. And scientists point out that the reduction of fatigue serves to prolong life itself.

Hugh Chalmers claims that we always pay for what we need, whether we buy it or not. Thus the farmer who has to drag his product through mud up to the hubs of his wagons pays, in time, loss of energy, and fatigue, a price fully equivalent to the cost of good roads.

The work of the Lincoln Highway Association has been largely promotional; the actual building funds have come from the regular road funds of States, counties, and Nation, and the sections of the Lincoln Highway in each State that is traversed are being improved as sections of the respective State highway systems.

A ROUGH ROAD TO GOOD ROADS

It is hard to explain public stupidity. We are a church-going, lodge-joining nation. We cling to the idea of public schools. We go for miles to hear the claims of candidates for public office. And yet we have traveled with only the speed of a snail to the idea of better roads over which to go to church, school, lodges, mass-meetings, and to market.

The first puritanical notion that motor cars were pleasure cars may have had something to do with the reluctance to improve our roads, since motor traffic promptly sought the better roads. The next notion was, and largely still persists, that the motorist should pay for the construction and upkeep of good roads. The fact is that one-sixth of last year's $767,000,000 bill for building and upkeep of American roads was paid into the road funds by motor license fees. Motor vehicle receipts from all sources connected with the motor vehicle and paid into city, State, and Federal treasuries for 1921 are estimated as follows: Federal taxes, $115,500,000; State registrations, $122,500,000; personal-property taxes, $52,500,000; wheel taxes, $3,300,000; gasoline, $11,000,000; a total of $304,800,000. After deducting that part of the road bill paid by the automobile, the remaining cost for good roads was the trivial sum of 1.2 cents a day per person.

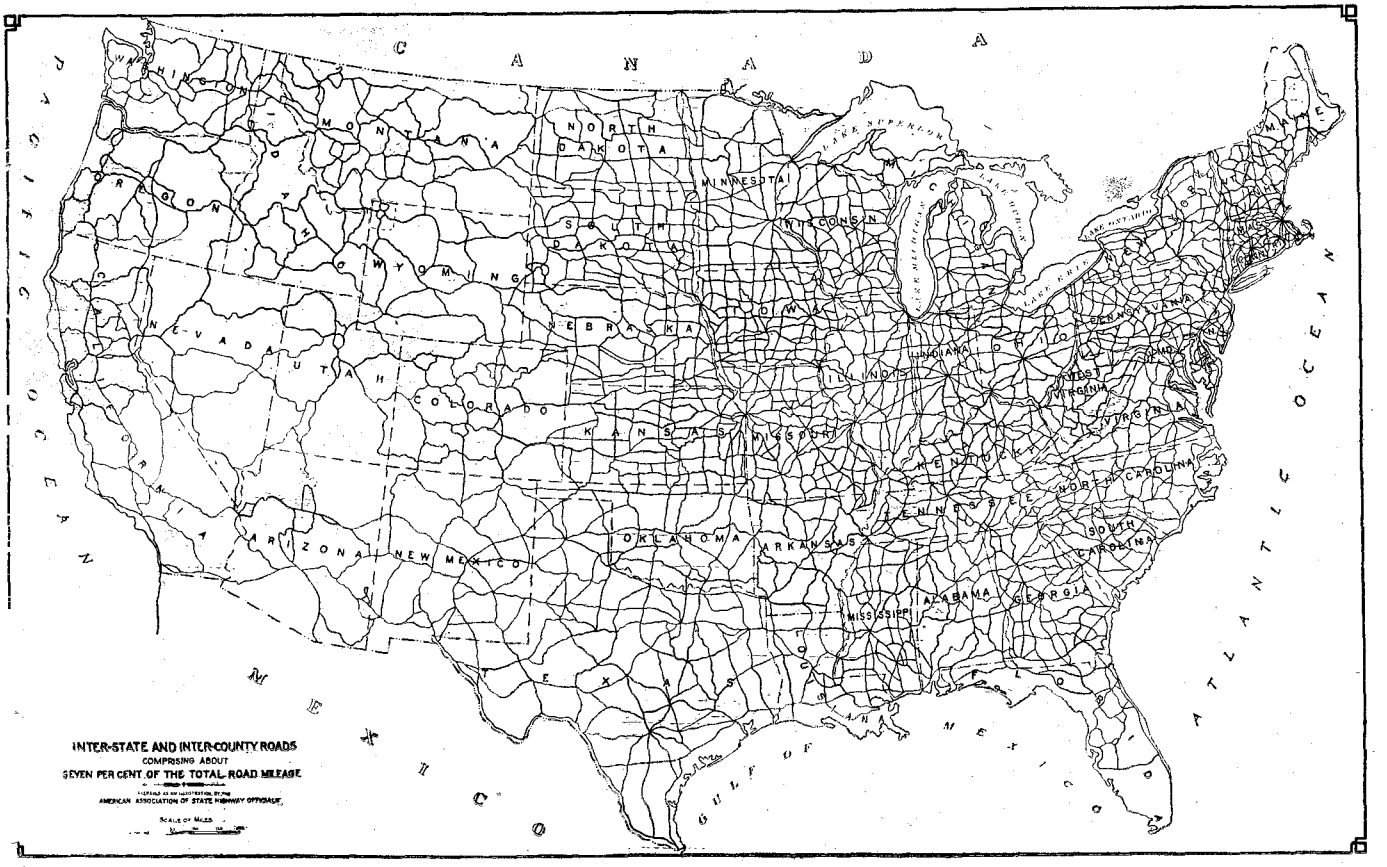
If you are a local politician, the subject of roads may still connote politics

MOTOR BORN INTO ROADLESS WORLD

"THE automobile was born into a roadless world," declares John J. Raskob, chairman of the Finance Committee of General Motors Corporation. "Compared with the millions of miles of telephone wires and the thousands of miles of steel rails which make the telephone and the steam locomotive effective, the automobile is still in a roadless world. When Morse invented his telegraph and Bell his telephone, man had long before learned to draw fine wire; else these two inventions would have been useless. The railroad train would be merely an interesting mechanical curiosity in the Smithsonian Institution if man had never found a way to make tracks for it to run upon.

"The automobile was the creation of brains which dreamt of thousands of miles of boulevards where once existed mud-holes and ruts. Once more by comparison we have only commenced to cover up those mud-holes and ruts. Yet a good roads movement which promises incalculable benefits to mankind is well under way. In this movement the automobile has been the most powerful missionary, emphasizing as nothing else has done the universal advantage to be derived from adequate highways. Every time a telephone rings there is a motor car somewhere in this country which has traveled seven miles performing some useful function."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED



HERE IS THE VAST PROGRAMME OF INTER-STATE AND INTER-COUNTY CONNECTING ROADS THAT UNCLE SAM IS AIDING THE STATES TO COMPLETE

to you. It used to be that when a county had a Republican administration it had a Republican road commissioner, and when the Democrats came in the county had a Democratic road commissioner. And yet, according to Mr. Lawrence F. Abbott, speaking at a recent good roads dinner, "it does not make the slightest difference to the average citizen whether he rides on a Democratic road or a Republican road. . . . Partisan politics," he stated, "is worse for the substratum of a good road than adobe or clay soil. We used to build our roads on partisan politics."

The long-continued reluctance of local authorities to disconnect road building from partisan politics and to rely upon non-partisan State highway commissions accounts in large measure for the terrible condition to-day of most of the 2,600,000 miles of roads in the United States. Only one-third of these roads have been improved up to a good standard.

Local political job-holders have hung on tenaciously. They have hated to surrender. The contest has been long and dramatic and is a vital issue to-day. Even where competent, non-partisan, scientific State highway departments have been accepted as necessary to the States' governmental establishment, political favoritism or interference is ever in evidence. As recently as in 1916 a score of important States did not have State highway departments. The Eastern and Far Western States have more freely given both authority and funds to their highway departments than have the great Central and Southern States which need roads so badly.

Conditions became so bad that the Federal Government itself had to take a hand. Through the United States Bureau of Public Roads it deals only with State highway departments, and is exerting a powerful influence against political interference with such departments. It contends that the building and maintenance of roads should be kept in the hands of skilled road builders of scientific training and broad practical experience, and that the right men should be kept in power through successive State administrations, instead of being shifted by every changing political wind. This Federal bureau has wisely been kept out of politics, for its work involves problems as vast as that of building and operating railways.

President Harding is giving a great deal of personal attention to good roads, and talked to me very emphatically on the subject.

(C) Underwood

THOMAS MACDONALD, U. S. COMMISSIONER OF PUBLIC ROADS

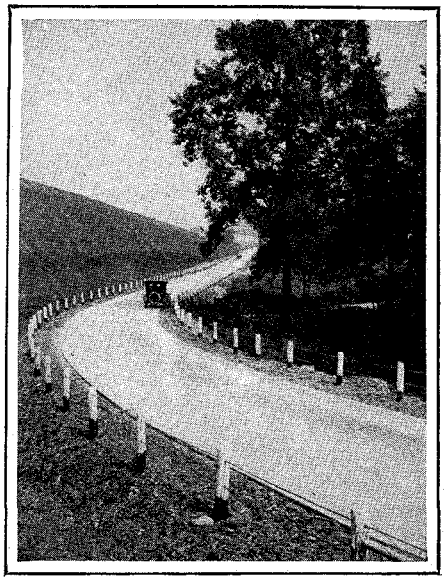
SOME OF COXEY'S DREAM COMES TRUE

Did you know that road building was the only American industry that went rapidly forward during the industrial slump of the past few years? In 1919 the Federal Government appropriated more money than ever before for road building. This provided work for many ex-service men and others who had been jolted off of pay-rolls by the depression.

This represents a vast change of Federal attitude since the days when "General" Coxey, at the head of his grotesque army of unemployed, marched to Washington, and was arrested and jailed for not keeping off the grass around the White House. Coxey's spectacular march (the late Jack London was in it and was its chief press agent) was motivated by the demand that the Federal Government should become a road builder and give jobs to a lot of unemployed.

Previous to 1919 Federal appropriations for road building were so small that the States to which Federal aid was offered hardly knew whether to take it or leave it. To-day Federal aid

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED



OUT OF BANGOR, PA., CURVES THE TEMPTING SURFACE OF A TYPICAL CONCRETE FEDERAL AID ROAD

to States for road building amounts to $75,000,000 for this fiscal year, and has given employment to vast numbers of men. At least seventy-five per cent of the whole sum expended by Uncle Sam goes to labor, including the work done in stone quarries, brick kilns, asphalt plants, in transportation of materials, and on the roads themselves.

GENIUS OF GOOD ROADS FLOWERS IN IOWA MUD

Nearly every spring and fall every road to the little Iowa town of Montezuma used to become impassable. A complete tie-up took place at the horrible hands of mud. Horses sank up to their knees and wagons to their hubs in the thick, soupy troughs that were supposed to be roads. There was a grain-and-lumber dealer in Montezuma, and his business always came to a standstill during this grievous semi-annual mud-blockade. This dealer had a son named Tom, a stocky little chap who was frequently about the lumber yards and the grain elevators. The movement of lumber, of flour, of building materials, to the farms in a rich farm community, and the opposite movement of the grains from the farms to the elevators—the business life of a typical agricultural community—were matters of daily contact. So, too, intimate knowledge of the business of the small-town merchants only accented the mutual loss to town man and country man of the seasonal traffic cessation. At that time the possibility that such conditions did not need to exist had not yet occurred to Tom or to the community. Waiting for the roads "to get better" expressed the same resignation of spirit as bearing any other of the afflictions attributable to the acts of God.

This youngster's restless temperament resented the spring and fall mud blockade that stopped deliveries. It was a dreary spectacle to him. It depressed him in a way that he never forgot.

When he grew up he went to college. He registered for an engineering course at Iowa State College, at Ames. Here he came under the instruction of a civil engineer in whose far-reaching vision such community afflictions as road blockades had no rights of existence. Dean Anson Marston, who was then and still is at the head of engineering, was one of the very few college professors who foresaw the great future of scientific road building in this country. That he spared no personal effort or lost no opportunity to impress this upon his students is responsible more than any other reason for the fact that this college student in his senior year, when he came to write his thesis, chose the far from academic subject of roads. He took measurements of the tractive resistance of different kinds of road surfaces. He made a study of the actual experience of townships and counties in road improving. He made an investigation as to what became of road-building tax levies. He made a count of the amount of actual use that farmers in typical townships made of highways.

The year of his graduation from college the Iowa Legislature did an unusual thing. It constituted the Iowa State College, as an institution, the State Highway Commission. No State had ever done anything like this before, and no State has ever done anything like it since. Very naturally the general direction of the work was placed under Dean Marston, of the Engineering Division, and Dean Curtiss, of the Agricultural Division.

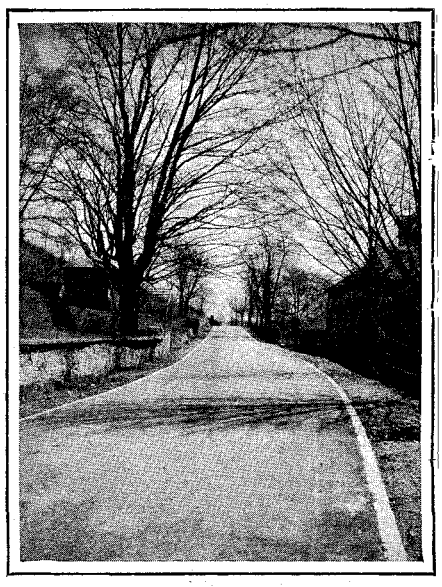
Careful investigation of the cost of macadam roads then being built in the East showed the alarming figure of $5,000 per mile, and the College, aghast at the high figure, did not have the heart to tell the State of Iowa.

It was at this point that the directors of the Iowa Commission decided to retain the student, now graduated, who had already started studies of the road requirements within the State, to continue and to extend these studies.

The young engineer of the unique Commission wanted to know what was being done with the meager amount of Iowa funds available for roads, and discovered that bridges and culverts over the State's innumerable big and little creeks were eating up nearly all of the money. The bridges and culverts were temporary wooden affairs, requiring almost constant attention and replacement. And so he inaugurated a policy of building substantial and lasting structures of steel or concrete. He not only inaugurated the policy, but put on overalls and helped carry it out by teaching local officials how to build concrete culverts.

AN INDUSTRIAL TITAN

Such was the beginning of the career of Thomas H. MacDonald. From that time on he loomed into a more and more important good roads figure. From 1904 to 1919 he was State Highway Engineer of Iowa, and he is to-day Chief of the United States Bureau of Public Roads.



TOURING CARS AND FARM TRUCKS DELIGHT IN THIS FEDERAL AID ASPHALTIC CONCRETE HIGHWAY THROUGH MILFORD COUNTY, PA.

As head of the Federal aid road-building organization he is one of the biggest industrial figures in the world.

Working in co-operation with the State Highway Departments, MacDonald is supervising road work in every State in the Union, and on the first of last April this involved the construction of $233,015,000 worth of road projects, representing 13,563 miles of all kinds of roads, toward which the Federal Government contributed $98,640,000. Moreover, in addition to the work actually under construction, there had on that date been completed $275,966,000 worth of roads, representing work in all the States, a total of 15,688 miles, to which Federal Aid had contributed $118,253,000.

This man MacDonald has the physical and mental capacity for getting under a load of responsibility that would crush most executives. He is built like a line-plunging full-back—short, thickset, close to the ground that he wrings into roads. He is calm, quiet, unflustered, and apparently untiring. His department in Washington is under Civil Service, but his clerks do not knock off work at 4:30 P.M. His office is usually still humming with activity at six.

A few years back Iowa State College didn't have the heart to tell Iowa taxpayers that it would cost $5,000 to build a mile of good road. Yet to-day the Federal aid programme averages nearly $18,000 per mile of good road, and no one in Congress or out of Congress is kicking. So competently is the Federal Bureau run that only two and one-half per cent of Federal aid appropriations go for administration. All the rest goes into actual roads.

Federal aid works with a State highway commission on a fifty-fifty basis, Mr. MacDonald tells me. But the States have oversubscribed their share. Federal aid is apportioned among the various States on the threefold basis of their population, area, and miles of

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

post road. Each of these factors is taken in ratio to totals for the whole United States. But, regardless of these computations, no State gets less than one-half of one per cent of all Federal aid money available. It happens that New York gets five per cent, while Texas tops the list with six per cent.

The Cumberland Pike, started by the Federal Government in 1806, was the first comprehensive Federal road-building project. Its object was to provide a first-class highway to carry traffic through the mountains westward. But with the big railway-building impulse of 1840, the Government directed its aid to railways, and wagon roads became purely local projects. Even State aid was withheld from road building until New Jersey in 1891 appropriated State funds to aid counties, and in 1892 Massachusetts came forward with a State Highway Commission, and was fortunate enough to get Dean Shaler, of Harvard, on this Commission. This gifted geologist put road building on a scientific and soundly technical basis.

A BEWILDERING TASK IN CONTINUITY

Even the ambitious servants of Uncle Sam who hewed the Cumberland Pike through the mountains would have been dumfounded had they been able to look more than a century into the future and catch a glimpse of what to-day the Bureau of Public Roads in co-operation with the State Highway Departments is accomplishing in road building. The job is a gigantic one. It is driving across the face of the earth a vast, co-ordinated, interconnecting network of roads that will join at State boundaries, and ultimately provide continuous main arteries of good roads that will connect all of the county seats in the United States without a single break.

It is a staggering job in continuity. Mr. MacDonald estimates that it will cost to complete it nearly three billion dollars, of which the Federal Government will pay something less than half.

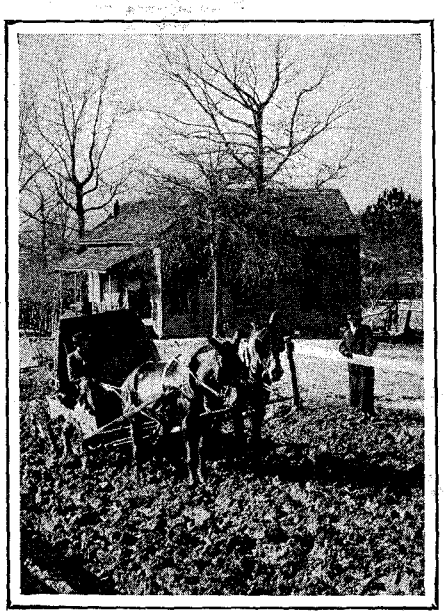
A bewildering mass of State road maps keeps rolling into Mr. MacDonald's office. These have to be co-ordinated, so that the main roads of one State may connect at the State boundaries at all points where an adjoining State's roads begin. Nothing is left to chance.

Seventy per cent of Federal aid mileage consists of graded and drained sand-clay, gravel, and macadam roads. This means pioneer work—building roads where there are no roads. The hardest operating conditions are found in the Mississippi Valley—Mr. MacDonald's old stamping-grounds. This is the worst region in the country for effective road building, and is likewise the region that needs good roads the most. The climatic conditions in combination with the clay, gumbo, and black waxy soils hamper road building, and this is the soil that holds water so long that ordinary roads become impassable during the rainy seasons.

The country has been divided by the Bureau of Public Roads into eleven districts, each with its staff of engineers. These work closely with State highway departments, which are the real construction units. When a State project is submitted, the Federal Bureau has its engineers go over it. The Bureau makes sure that State funds are available, and every phase of the project is carefully investigated. If approved, the State Commission proceeds in co-operation with the Bureau. No Federal funds are disbursed save in payment of vouchers for work actually completed and approved.

Under this plan, the United States is building the best roads in the world to-day, and the work proceeds in a rapid, orderly, efficient manner, with highly perfected equipment and with notable labor-saving devices.

"It will require at least 185,000 miles of primary roads," Mr. MacDonald told me, "to give the country the required network of continuous and interconnecting highways contemplated by the present Federal aid programme. But that mileage represents only seven per cent of the total roads of the country. We gave the railways huge Government grants in their early days, but there are people who complain that the trucks do not pay the whole cost of building roads over which to carry short-haul loads of commodities. The Government wants the public to regard road building as a business proposition that must be carried on by experts, free to work at construction and maintenance with the knowledge that they will be supported as long as they do good work. The work of the State highway departments is of basic social and economic importance. It is a long-time job, and there should be sufficient tenure of office to enable these men to finish a long-time job without interruption, completing the roads of a State in the order of importance to itself and its neighboring States. The cost of road building should not be paid by taxes levied entirely against the land adjoining the roads, but by taxes levied against society."



A MERCHANT PAID $25 PER 100 POUNDS FOR A FOUR-MILE HAUL AND POSTAL AUTHORITIES PAID $12.50 PER DAY FOR ONE DAY'S MAIL DELIVERY A FEW DAYS BEFORE THE PHOTOGRAPH WAS TAKEN

MOTOR TRUCKS AND RAILWAYS ARE ALLIES

Uncle Sam's road chief points out that there is no competition between highways and the railways. The railways as freight movers are essentially long-haul carriers of such commodities as grain, live stock, and coal, while motor trucks cannot hope to figure in the long-haul movement of these products, but are primarily useful in the local gathering and distribution of dairy products, vegetables, fruits, and manufactured merchandise, and the relief of rail congestion at the terminals. New York department stores have made elaborate tests in which they have found that it is cheaper and more satisfactory to ship by trucks than by railways where the distance is under forty miles.

In reply to critics who claim that truck traffic does undue damage to good roads, Mr. MacDonald replies that if trucks are properly built, loaded, and operated they do not menace the roads. As to construction, he points out that some truck manufacturers are at fault in concentrating too much of the weight over the rear wheels, so that many trucks carry sixty-five to seventy per cent, and some as high as ninety per cent, of their weight over the rear wheels. This is a mistake. Trucks overloaded by their operators are also bad for roads; a recent investigation in Connecticut shows seventy-five per cent of all trucks overloaded. Worn tires inflict undue road shocks, while pneumatic tires are tremendous road savers.

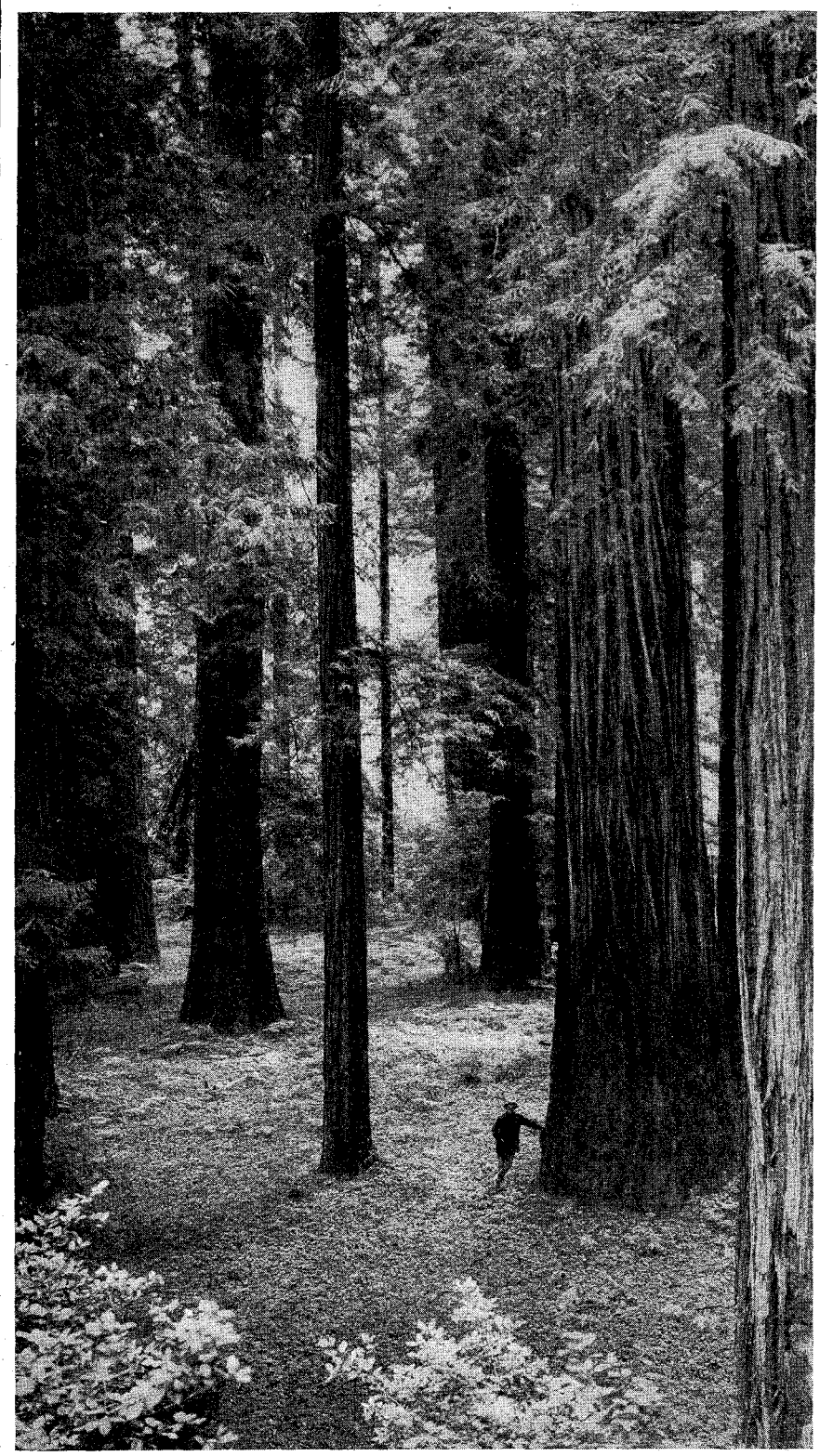
But lack of correct upkeep of roads, according to Mr. MacDonald, constitutes the worst menace. The moment a vehicle encounters a bad road surface the destructive effect of the vehicle increases four to seven times.

The cities have no idea of the impatience with which rural sections, now that they have become aroused, are clamoring for good roads. The task of Chief MacDonald and the States co-operating in Federal aid construction is the difficult one of confining their labors to the primary, interconnecting arteries of travel that join county seat with county seat and State with State. Huge contracts for this work are being closed all the time, but the means of travel have so far greatly outstripped the improved roads of travel. There are eight billion dollars of capital now invested in automobile rolling stock in this country, while from 1910 to 1921, inclusive, the cumulative investment in good roads has mounted only to $2,526,000,000. This leads Mr. MacDonald to insist that the United States ought to be spending much larger amounts than the money now available each year in order to get the job done within a ten-year period.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

FORTY ACRES IN ONE

PICTURE FROM AN OUTLOOK READER



Copyrighted by Professor Woodbridge Metcalf

The forests of the redwood region of California, although long a center of interest, have only recently been made accessible to the motoring tourist through a State highway.

This is a scene on Bull Creek Flat, in Humboldt County, California, not far from the new California State Park, now being made ready for the reception of tourists. In the picture are trees of over eleven feet in diameter at a point five feet from the ground and three hundred to three hundred and fifty feet tall—taller than the Big Trees of the Sierras already known to the vacationist. The floor of the forest is here a uniform carpet of oxalis. In other groves the forest floor is covered with a luxuriant growth of ferns over six feet tall. The redwood is found only in a narrow broken strip on the California coast from Monterey north to just over the Oregon line, and not more than forty miles inland. A stand similar to the one pictured and a few miles from it was recently cut and a sample acre scaled. It was found to contain over one million board feet. An acre of this timber would therefore yield more than forty fairly good acres of Eastern timber

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

THE BOOK TABLE

WHAT BOOKS DO BOYS RECOMMEND TO EACH OTHER

BY HUBERT V. CORYELL

IN the past ten years, especially the last five, I have been learning that if you can get boys to discuss the books that they have read, passing judgment from one to another on the relative merits of these books, the sum total of their opinions will be not far from correct. Boys can distinguish the masterpiece from the time-killer just as well as we grown-ups—sometimes better, for they are not prejudiced, as we are, by tradition. Moreover, the honest recommendation of one boy to another carries far more weight than the recommendation of any grown-up; for boys, through sad experience, have come to suspect us adults of wishing to force "dry old stuff" down their throats. Instead, therefore, of arbitrarily choosing their books for them, it behooves us to get boys to discussing book values among themselves, and to find out what they recommend to one another, so that when we are called upon to give a book to a boy we can say, "Here, Bill, this is a book that Tom, Dick, and Jim are crazy about," at the same time knowing that discriminating grown-ups approve of the book too.

Perhaps it seems like assuming a great deal to be confident that combined boy opinion will to any extent coincide with mature adult opinion. But in this case it is not an assumption; it is a cheering fact brought to light by a good many years of careful investigation on my part. Let me describe the way in which I have come to this conclusion.

When I was a boy myself, I remember thinking that my teachers were the poorest judges of literature I had ever met. They gave me nothing to read but "dry old stuff" like "Evangeline," "Enoch Arden," "Silas Marner," "Roger de Coverley Papers," and the like. I resolved at that time that if I ever got to be a teacher I should recommend something worth reading, like the "Jungle Books," "Swiss Family Robinson," "The Last of the Mohicans," and others of the same sort.

When I did become a teacher, I began confidently prescribing these books. Soon, to my surprise and regret, I found that the boys felt very lukewarm toward them. Indeed, I had real trouble with one boy, who disliked "The Last of the Mohicans." I did my best to make these books interesting, but the boys had no enthusiasm for the books I prescribed.

However, one day a boy brought into class a book that I had never heard of, called "With the Indians in the Rockies," by James Willard Schultz, and begged me to let the class read it. He exhibited the book to all, told me it was a true story, and showed me that Houghton Mifflin Company had published it, which rather eased my pedagogical fears. The class read the book with infinite delight. It was full of interesting and true-to-life descriptions of the way a white boy and a Blackfoot Indian managed to live through a winter in the Rocky Mountains, cut off from every supply or source of help. They did not even have weapons or fire when their adventure started. Yet they lived and—but I must not spoil the story. It is worth reading.

That happened several years ago. At first I thought simply that I had discovered a marvelously fascinating book. I had; but that was not the best thing I had discovered; the real discovery was that boys are eager to read what other boys recommend, and that they harden themselves by force of habit against anything prescribed by a teacher. So I decided to stop prescribing, and to let my boys lure each other on. I planned, of course, to veto books that seemed undesirable; but I wanted to see what boys would actually recommend to each other and to stir them up in this way to reading more widely.

My literature periods began to change their aspect. Before choosing a book for reading in class we called for suggestions; boys offered their favorite books, gave their reasons, and voted on what seemed most worth reading. In the older classes—boys from twelve to fifteen—we ceased to read much in class, but discussed books in class and read them outside. Then we began to have boys prepare careful reports on their reading, to be made orally, reading a sample incident from the book reported on and passing a personal judgment on the value of the book.

Almost at once we found ourselves dividing books roughly into three classes: Class I, the books we felt no boy should miss; Class II, worth-while books that could not be classed so highly; and Class III, books which were frankly time-killers. We discussed the qualities that would put a book in one class or another, and settled the matter by vote; for I had learned by this time that teacher arbitration was like sand in a gear-box.

Presently we began to make some calculations as to how many books a boy could be expected to read during his boyhood. We decided that the number was probably between two hundred and four hundred. We estimated that there must be several thousand books for boys on the market. We then saw plainly that we must choose a very small percentage of these to read. We discussed the basis of choice. We decided that the common-sense thing was to read the superfine books first—the books that "no boy should miss." We decided that after this we should read the merely worth-while books; and that we should read the time-killers only when we got restless and felt that we must have a literary spree. This all came out in class discussion, perhaps helped by a little judicious guidance on my part; but, as finally put, it was a class vote, and even as such was no more than a recommendation. Each boy was left free to make his own actual decisions.

Somebody then suggested the gathering of a list of books that "no boy should miss." We voted that each boy should make an alphabetical list on cards of the books that he believed should be included in Class I. We started. Soon a boy said he wished we could have a Class II list also. Lastly, one lover of thrilling adventure stories said that he didn't see why we couldn't keep a list of the time-killers too. So it was voted that each boy should classify all the books he had read into three classes, and that we should combine these lists. Again we started. Day by day boys brought to class library cards on which they had written the titles of the books, the names of the authors, and the names of the publishers. Also they wrote on each card a brief statement as to what the book was about, and why they classed it as I, II, or III.

I believe that this process of classifying books according to their merits, each boy passing his own judgment independently and giving his own reasons, did more to develop a thoughtful attitude toward books than all the teaching and preaching I had ever done. We did nothing to forbid the trashy book; but the very act of labeling it trashy raised the boy's own taste one step higher. He became less inclined to read that kind of book when he had a good list of other books which his comrades declared were "too good to miss."

A curious back-fire from this scheme of getting the boys to form their own opinions came at about this time in the form of requests for my opinion on doubtful books. I was tempted to use these requests as opportunities for teaching real literary appreciation. But I controlled the impulse. Instead, almost invariably I threw back the question on the class or on some boy in the class, not giving my own opinion unless pressed for it, and even then giving it without undue emphasis. For instance: a boy asked one day what I thought of "Lorna Doone." Instead of pouring out my own liking for the book, I said, "Well, I like it, but I'm not sure how it would appeal to a boy. It may be too old for you." At that a boy who had previously put himself on record as lik-

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

ing "blood-and-thunder" books raised his hand. "Oh, I don't think it's too old," he said. "I liked it."

"Did you find too much long description?" I asked.

"Oh, there was some description," he answered, "but most of it was interesting."

By this time three other boys were nodding agreement. A fourth held up his hand and said he thought it was slow. One of the advocates asked him how far he had gone in it, and he blushingly admitted that he had read only a few pages.

"Oh, well," said the first boy, "you can't tell what a book is going to be like in just a few pages." And the class chuckled its approval, though probably most of them had a tendency to drop a book after a few pages of trial if it was slow.

Now had I, the teacher, praised the book and chided the boy for not giving it a fair chance, no other boy would have read "Lorna Doone," and almost all would have made up their minds to go on dropping books with slow beginnings. But because my "blood-and-thunder" friend in the class had done the talking several read the book, and I suspect several resolved to give other books a fair trial.

Another boy asked me what I thought of Zane Grey's books, saying that his father liked them but his older sister said her teacher called them trash. As a matter of fact, I enjoy Zane Grey's stories immensely, but I should perhaps hesitate to recommend them to boys as really worth reading. As I was pausing to consider my reply a boy just in front of me spoke up:

"They're awfully exciting, but you couldn't call them Class I books."

"How would you class them?" I asked.

He scratched his head doubtfully.

"I guess they're time-killers," he said.

Another boy, who is a curious combination of natural-born athlete, mischief-maker, and serious-minded student, but whose athletic ability and propensities for mischief bulk largest in the minds of his companions, asked me what I thought of "Uncle Tom's Cabin." As a matter of fact, that truly great book had never appealed to me as a boy, and I hesitated to answer frankly. I followed a hunch, and threw the boy's own question back at him.

"What do you think of it?"

"Oh, gee," he said, "I think it's great! I think it's one of the best books I ever read."

Later on he confided to me in the presence of several boys that after reading "Uncle Tom's Cabin" he had decided never to call a colored man a "nigger" again.

Many boys expressed the feeling that "Swiss Family Robinson" was absolutely impossible and childish, because everything came to the family on the island just when they wanted it. There was a big discussion on this point, but in the end a quarter of the class listed it as a book that "no boy should miss."

I could go on giving examples of this sort for pages and pages, but this is enough to indicate that if boys can be brought to frank discussion of book values they will show, on the whole, very good judgment; and that, since their mass judgment is almost always reliable, they influence one another for good to an extent that a grown person is powerless to do.

In combining the individual book lists by unanimous consent we took first the books "that no boy should miss." Immediately we found that to save waste effort we must list only the books that were recommended by at least two boys. After several days we finished the Class I list of books. When we started combining the second list, we found so many books that only one boy recommended that we had to discontinue combining lists, on the ground that we were wasting time. We could better apply ourselves in reading the books on the first list that we had not already read. So the list was mimeographed and passed around. This has been done now each year for three years. Seventy boys have passed judgment. The only thing I have done is to veto books that seemed undesirable—and in three years I have not vetoed half a dozen books!

The full list I keep on library cards. About fifty of the most popular books are put into the mimeographed list, with a brief statement of the nature of the subject-matter and with a number showing how many boys out of the seventy have recommended the book. The boys use this list willingly, because they know that other boys have made it up by their recommendations. They know that no teacher is imposing "dry old stuff" upon them. Yet here is the list, most of the books of which were recommended by at least ten boys. I do not think a teacher need be ashamed to offer such books to the young people in his care:

Adventures of Tom Sawyer.
Arabian Nights.
Biography of a Grizzly.
The Black Arrow (recommended by 44 boys out of 70).
Black Beauty.
Bob, Son of Battle (42 boys).
The Boys' Life of Theodore Roosevelt.
The Call of the Wild (48 boys).
Captains Courageous (39 boys).
A Christmas Carol.
The Deerslayer.
From the Earth to the Moon.
Gulliver's Travels.
Hans Brinker.
Huckleberry Finn.
In the Great Apache Forest.
Ivanhoe.
Jim Davis.
The Jungle Books (44 boys).
Kidnapped.
Kim.
King Arthur and His Knights.
Lad, a Dog.
The Last of the Mohicans.
Little Women.
Lorna Doone.
The Man Without a Country.
Men of Iron.
The Merchant of Venice.
The Merry Adventures of Robin Hood.
Monarch, the Big Bear.
Mysterious Island.
Oliver Twist.
On the Warpath.
Otto of the Silver Hand (36 boys).
The Prince and the Pauper.
Red Fox.
Robinson Crusoe.
Rolf in the Woods.
The Story of a Bad Boy.
Swiss Family Robinson.
Tanglewood Tales.
The Three Musketeers.
Tom Brown's School Days.
Tour of the World in Eighty Days.
The Trail of the Sandhill Stag.
Treasure Island (53 boys).
Twenty Thousand Leagues Under the Sea.
Two Years Before the Mast.
Uncle Tom's Cabin.
Westward Ho!
White Fang.
Wild Animals I Have Known.
With the Indians in the Rockies.

I hope that it will be noted that "The Jungle Books," "Swiss Family Robinson," and "The Last of the Mohicans," which I so nearly ruined for my boys by prescribing, are among their favorites, after all. By ceasing to prescribe them I saved them.

No doubt there are many good books missing from this list, many of higher literary value. But these are books for boys, and the main thing is to develop the appetite for wholesome reading by giving them something at the same time palatable and worth while. We consider this only a beginning. But, from the point of view both of the boy and of the grown-up, we consider it "safe and sane."

BOOKS RECEIVED

RELIGION AND PHILOSOPHY

AT THE MOMENT OF DEATH. By Camille Flammarion. The Century Company, New York. $3.

FORTNIGHTLY CLUB (THE). By Horace G. Hutchinson. E. P. Dutton & Co., New York. $5.

FUNDAMENTALS OF FAITH IN THE LIGHT OF MODERN THOUGHT. By Horace Blake Williams. The Abingdon Press, New York. $1.25.

PSALMS AS LITURGIES (THE). Being the Paddock Lectures for 1920. By John P. Peters, Ph.D., Sc.D., D.D. The Macmillan Company, New York. $4.

MISCELLANEOUS

HOW TO SELL AT RETAIL. By W. W. Charters. Houghton Mifflin Company, Boston. $3.

LITTLE CORNER NEVER CONQUERED (THE). By John Van Schaick, Jr. The Macmillan Company, New York. $2.

MEXICAN PETROLEUM. Pan-American Petroleum and Transport Company, New York.

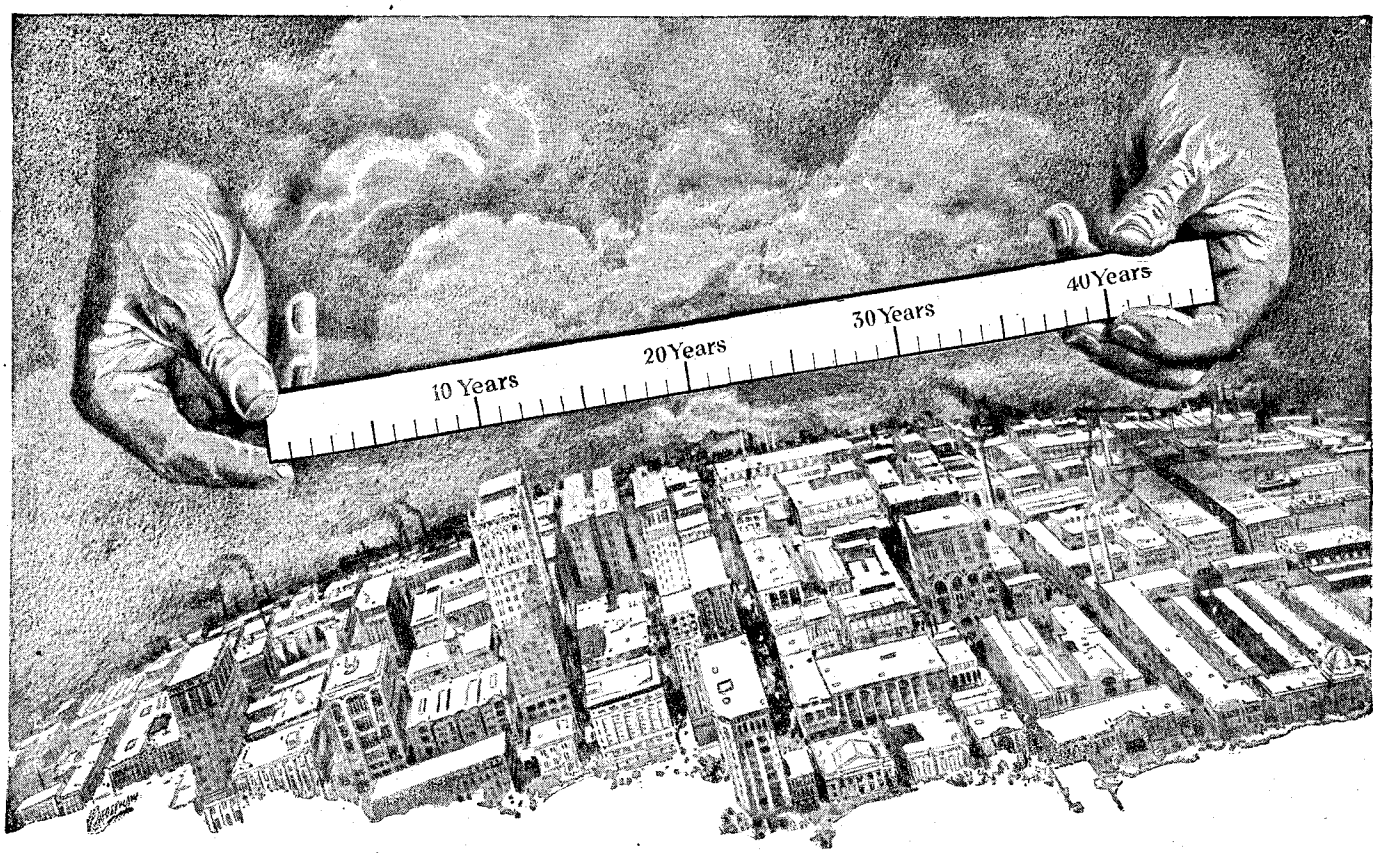
PERIL OF THE REPUBLIC (THE). By Daniel Chauncey Brewer. G. P. Putnam's Sons, New York. $1.75.

POUR APPRENDRE A PARLER. By François J. Kueny. Allyn & Bacon, New York. $1.20.

SENECA THE PHILOSOPHER AND HIS MODERN MESSAGE. By Richard Mott Gummere. The Marshall Jones Company, Boston. $2.50.

STORY OF THE AMERICAN HYMN (THE). By Edward S. Ninde. Illustrated. The Abingdon Press, New York. $3.50.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED



Measuring Roofs by the "year-stick"

AFTER all's said and done, there's only one way to measure roof value—that's by the "year-stick."

For when choosing a roof, the really important question is: "Which roof will last longest with the least trouble and expense for upkeep?"

In the light of long experience, the logical answer is: The Barrett Specification Roof. For in every section of the country there are roofs of this type that have been in service for thirty, forty or more years, and are still in good conditi n.

Despite *proved* durability and freedom from maintenance expense, Barrett Specification Roofs are moderate in first cost. And they provide a degree of fire protection not exceeded by any other kind of built-up roof.

It is only natural, therefore, that Barrett Specification Roofs are the choice of the leading architects and construction engineers the country over, and that today they cover a majority of all the permanent flat-roofed buildings in America.

The Only Bonded Roof

Barrett Specification Roofs are not merely guaranteed—they are *bonded.*

When the roof is 50 squares or larger and located in a town of 25,000 or more, or *in a smaller place where our inspection service is available,* the owner receives, without cost, a bond issued by The U. S. Fidelity & Guaranty Company, of Baltimore, protecting him against all repair expense during the life of this bond—Type "AA" Roofs, for 20 years; Type "A," for 10 years.

Before specifying or closing contract for a Barrett Specification Roof, be sure to read carefully all the stipulations in the specifications.

Full details regarding these Bonded Roofs and copies of the Barrett Specifications sent free on request.

The Barrett Company

New York	Chicago	Philadelphia	Boston	St. Louis
Cleveland	Cincinnati	Pittsburgh	Detroit	New Orleans
Birmingham	Kansas City	Minneapolis	Dallas	Duluth
Syracuse	Bangor	Peoria	Atlanta	Lebanon
Salt Lake City	Milwaukee	Washington	Johnstown	Richmond
Youngstown	Bethlehem	Toledo	Columbus	Baltimore
Latrobe	Houston	Elizabeth	Buffalo	San Francisco
Omaha		Denver	Jacksonville	

THE BARRETT COMPANY, Limited: Montreal Toronto Winnipeg Vancouver St. John, N. B. Halifax, N. S.

Barrett Specification Roofs *Bonded for 20 and 10 Years*

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Your Florist Knows

To be able at all times and upon all occasions to say and do the "right thing" is considered an accomplishment. A careful regard for convention means simply a regard for each other.

And so those who pay tribute to the convention that makes it proper to send a gift of flowers to one's hostess have the courteous distinction that marks the ever welcome guest.

Flowers keep alive among us the spirit of gallantry. And you can make rich in happiness those you remember when you "say it with flowers" for birthdays, wedding anniversaries and other occasions.

Your Florist will be glad to aid in the selection of floral tokens appropriate for every occasion.

Flowers may be telegraphed to all parts of the United States and Canada and delivered in a few hours through the Florist Telegraph Delivery Service.

"Say it with Flowers"

FROM THE MAIL BAG

WEALTH, WORK, AND GOVERNMENT

In whatever language the strike policy of the Government may be masked, its essence is, driving the strikers back to work by force. The policy is illogical, unlawful, futile, and extremely dangerous. All labor except a few willing strike-breakers will feel itself outraged and outlawed. Labor was promised a new status if it would work and fight loyally in the war. It did so. Is this the new status?

Unless the strikers return to work they are to forfeit their positions without remuneration. Can any one imagine the Government compelling the mine or rail owners to forfeit their mines or roads without rich remuneration under any circumstances whatever? The injustice of the Government to the strikers is self-evident.

The Government tolerates the claim that the strikers are now striking against the United States, a view energetically exploited by the employers. Had the law endowed the Railway Labor Board with the autocratic power involved in that view penalties would have been attached to disregard of its decisions. None were. It is grotesque to assert that the strike is rebellion against the Government or the people.

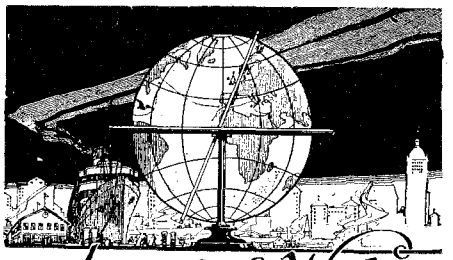
President Harding said to the Governors: "Your State Government and the Federal Government are jointly responsible for maintaining conditions under which free men, willing to work, may work in safety."

Governor Cox, of Massachusetts, said to the sheriffs, mayors, and others: "In the highest interests of the whole citizenship of Massachusetts, I ask your cooperation in making secure to each individual his inalienable right to work."

The "right to work" is a sham unless all men can get work at all times. Men are "free" only when this condition permanently prevails. The unemployment of large numbers is a nearly constant phenomenon in this country. Neither Government nor citizen will give them work. No right to demand it is recognized. Therefore they have no right to work. Therefore they are not free.

The spurious right to work becomes sacred only in one circumstance. That is when the unemployed are needed as strike-breakers. Then the United States Army is ordered out to vindicate the solemn sanctity of their right to work, and to assert the stupendous holiness of their "freedom."

The irony of this farce is more than tragical. It threatens the existence of our Nation. The only reason the army is called out to protect the right to work is that there is no right to work. Were there that right, there would be no unemployed to seize the strikers' places, and therefore no need of "protecting" them. Strikers and magnates would be on a par in the controversy. And if the Government intervened it would do so to



Around the World

by specially chartered Cunard Line new steamship
"SAMARIA"

A Cruise De Luxe

Strictly limited to 400 guests
January 24 to May 31, 1923
Sailing eastward from New York

A kaleidoscopic panorama of the world we live in — the wonders of the living age — the marvels of bygone civilizations — many different peoples and races — strange customs — you will find them all in this *Golden Jubilee Cruise*, which marks the 50th year since Thomas Cook, the founder of our organization, conducted his first tour around the world. On a magnificent new Cunarder you will circumnavigate the globe in 127 days — days that will ever be gratefully remembered.

There is a wonderful itinerary — with visits at Mediterranean Ports — Egypt, etc. — four weeks in British India, Dutch East Indies and Straits Settlements — Saigon, Manila, China — two weeks in Japan, etc. — *visiting each country under the most favorable climatic conditions.*

Full Information and Literature on Request

THOS. COOK & SON
245 Broadway NEW YORK 561 Fifth Ave.
Boston Chicago Los Angeles Toronto
Philadelphia San Francisco Montreal Vancouver

EAT AND BE WELL

A condensed set of health rules—many of which may be easily followed right in your own home, or while traveling. You will find in this little book a wealth of information about food elements and their relation to physical welfare; also effective weight control diets, acid and bland diets, laxative and blood-building diets, and diets used in the correction of various chronic maladies.

DIET BOOK SENT FREE

The book is for FREE circulation. Not a mail-order advertisement. Name and address on card will bring it without cost or obligation.

HEALTH EXTENSION BUREAU
294 Good Health Building
Battle Creek, Mich.

STEEL PENS
SPENCERIAN
ARE THE BEST

For Every Style of Writing

Select the pen suited to your handwriting from *10 samples* different patterns and finish in silver, gilt and bronze, sent on receipt of *10 cents*, including 32-page booklet on handwriting.

SPENCERIAN PEN COMPANY
349 Broadway, New York

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

FROM THE MAIL BAG (*Continued*)

execute justice instead of to confirm and perpetuate injustice.

Boston. MORRISON I. SWIFT.

[This letter states very tersely views on wealth, work, and government, which, in spite of their fallacies, are very common among partisans of labor in industrial warfare. Certain quite contradictory views, prevailing among partisans of capital, are characterized by corresponding fallacies. We can think of no better training in clear thinking than the undertaking to hunt out these fallacies from their lairs on both sides.—THE EDITORS.]

CAPITALABORISM

An edition of Webster's Dictionary for 1890 has no word capitalism. Since then this word has been spoiled. The Socialists and Communists have taken the goodness out of capitalism and we need a word to take its place which in itself will convey a respectable meaning. I propose as a substitute the word capitalaborism.

At Johns Hopkins University thirty-five years ago, in bold letters on the wall of a most popular lecture-room, were these words: "History is past politics; politics is present history." So we might put up an inscription: Capital is past labor; labor is future capital.

A boatman named one oar "faith" and the other "works." He noticed that when he pulled "faith" alone the boat went round and round, and this was the case when he pulled "works." But when he pulled both oars his boat went forward even against the stream. So is it with capital and labor. Separated, we stand still or drift. When capital and labor are pulled together, the craft of the individual or of the state moves forward toward success.

The capitalaborist believes in the union of capital and labor against Communism. He is opposed to their separation and isolation. Money compensates labor and labor earns money. The antagonism is imagined, not real, with fair-minded, industrious people. They are envious and lazy people who see only evil in the possession of money. Whatever evil exists is not in the possession of the money, but in its distribution.

The remedy for bad distribution is not in Communistic equalization, nor is it in governmental ownership. The proper remedy must give full credit for superior preparation, superior ability, superior skill. We concede that honest industry must have a living wage, but we do not concede the same wage to all, regardless of efficient service. To reward superiority proportionately is the time-honored and time-tested principle under which skillful management unites labor and capital in the finest co-operation for the common benefit of human society.

On one occasion I divided a circle on the blackboard into three equal sectors. I labeled one sector "brains" and another "brawn," and asked the class to give me a word beginning with the letter b for the third sector. One lad suggested "banks," and the word was inserted. Brains, brawn, and banks make a formidable and winning combination. When management, labor, and capital work together success is at hand.

The New York "World," the "Globe," and the "Mail" have all used the word capitalaborism. Soon we shall hear the word used by famous statesmen. We hope to see it indorsed by leading magazines. It is a word which conveys its own wise, good meaning. Let it win its way as a substitute for capitalism.

CHARLES S. HARTWELL.

Pomona, New York.

Kidney Disorders

What an eminent medical authority prescribes for Bright's Disease, High Blood Pressure, Heart and Arterial Deterioration, etc.

Your kidneys are filters whose function is to remove waste products from the blood. When you have kidney trouble, these filters have lost the power to pick impurities out of the blood and throw them off.

How shall you rid your kidneys of these harmful substances? A medical authority of high repute says: "You can clean out your kidneys—and keep them cleaned out—by the liberal use of Paradise Water. This mineral-free water, from Paradise Spring in Maine, has the power to help wash the blood and tissues free from poisonous waste products whose retention would continually damage the kidneys and other tissues.

"Sometimes, through misuse," adds this authority, "the kidneys get beyond repair. Give Paradise Water a chance before it is too late."

Paradise Water comes in convenient cases of 12 quarts, 24 pints, 36 half-pints. Natural or Carbonated, both delightful tasting, in addition to their health-giving qualities.

PARADISE SPRING CO., Brunswick, Me.

PARADISE WATER
(For Health)
A Delicious Table Water

For sale by leading grocers and druggists in principal cities. Shipped direct elsewhere.

MAIL THIS COUPON TODAY

PARADISE SPRING CO., Brunswick, Me. Send me "The Story of Paradise Spring" and specific information on: (Check the ones you want) 5-B

☐ No. 1—RHEUMATISM
—Arthritis Deformans
—Rheumatoid Arthritis
—Arthritis

☐ No. 2—KIDNEY DISORDERS
—Bright's Disease
—High Blood Pressure
—Heart and Arterial Deterioration

☐ No. 3—DIGESTIVE DISORDERS
—Feeble Digestion
—Acidity of Stomach
—Intestinal Autointoxication

☐ No. 4—BLADDER DISORDERS
—Prostatitis
—Pyelitis

Name..... Street & City.....

E397A

THE VALUE OF THE GERMAN CHEMICAL PATENTS

Your editorial on the German patents and the Chemical Foundation, in the issue of July 26, is unquestionably the fairest and sanest discussion of this befuddled subject that I have seen. There is one point, however, that deserves special mention, and that is the so-called "value" of these German patents.

Contrary to the general belief, a license to use one of these German dye patents does not enable a chemical manufacturer to produce the dye. It merely gives him the privilege of spending thousands of dollars and months or years of work experimenting, trying to determine how the dye can be made. Finding and applying the kernel of truth in these patents is a long, difficult job, even for trained research chemists. These patents are written with diabolical skill and the real essential points are concealed under an extremely clever barrage of words. Unfortunately, most of our legislators apparently believe that every patent granted is as clear and guileless as one covering a paper clip or a shoe-button. Until our chemical manufacturers have risked a large outlay of money for research work these German dye patents are of no value whatever, and the idea of placing an arbitrary value of so many millions of dollars on them is absurd. I. E. KNAPP.

Carneys Point, New Jersey.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

THE OUTLOOK CLASSIFIED ADVERTISING SECTION

Advertising Rates: Hotels and Resorts, Apartments, Tours and Travel, Real Estate, Live Stock and Poultry, sixty cents per agate line, four columns to the page. Not less than four lines accepted.

"Want" advertisements, under the various headings, "Board and Rooms," "Help Wanted," etc., ten cents for each word or initial, **including the address, for each insertion.** The first word of each "Want" advertisement is set in capital letters without additional charge. If answers are to be addressed *in care of The Outlook*, ***twenty-five cents*** is charged for the box number named in the advertisement. Replies will be forwarded by us to the advertiser and bill for postage rendered. Address:

ADVERTISING DEPARTMENT, THE OUTLOOK, 381 Fourth Avenue, New York City

Tours and Travel

RAYMOND-WHITCOMB
The Best in Travel — TOURS & CRUISES — The Best in Travel

Rio Centennial Cruise
(Including West Indies)
February 3, 1923

Only 45 days from New York to New York. The Cruise of Cruises for those who desire a fascinating and highly enjoyable pleasure trip of approximately one month and a half. It is especially attractive to those interested in the Brazilian Centennial Exposition. Rates $750 up—New York to New York. Write for complete information and schedule of rates.

Mediterranean Cruise

February 10, 1923, on the S.S. "Rotterdam." Includes Azores, Madeira, Spain, Gibraltar, Italy, Greece, Egypt, Holy Land and other places of equal interest. Rates $625 up—New York to New York. Write for illustrated booklet.

Raymond & Whitcomb Co.
22½ Beacon Street, Boston

CONDUCTED TRAVEL
to the
MEDITERRANEAN

Nile Cruises in Private Steamer

Also Round the World Tours

For details write
BUREAU OF UNIVERSITY TRAVEL
15 Boyd Street, Newton, Mass.

Three Fall Tours
to Paris, the Battlefields, Switzerland, and Italy in October

Italy's most perfect month—of the vintage—when the heat has passed. Leaving N. Y. Sept. 16-30; returning from Naples in Nov. The first party, leaving Sept. 16, being under the personal management of our President, Mr. Egerton R. Williams, author of "Hill Towns of Italy," "Plain Towns of Italy," etc., etc.

THE EGERTON R. WILLIAMS CO.
European Tours
220 Devonshire Street, Boston, Mass.

THE beauty, fascination, and mystery of the Orient lures visitors from all over the world to

JAPAN

The quaintest and most interesting of all countries. Come while the old age customs prevail. Write, mentioning "Outlook" to
JAPAN HOTEL ASSOCIATION
Care Traffic Dept.
IMPERIAL GOVERNMENT RAILWAYS
TOKYO
for full information

Rates for a single room without bath and with 3 meals, $5-6 in cities and popular resorts, $4-5 in the country

Tours and Travel

FREE TRIP TO EUROPE will be given an organizer of a small party. Established 1900. BABCOCK'S TOURS, 13 Halsey St., Brooklyn.

Hotels and Resorts

CANADA

CANADA'S WILDS
Northern Ontario
Timagami Wabi Kon Camp Lak · Timagami Ontario, Canada

The unspoiled country—A Camp with every comfort in the heart of **four million acres** virgin forest—**1,502 lakes. Wonderful fishing,** Guides, Boats, Canoes and Launches. Bathing, Tramping. One night from Toronto. Excellent table. **Write for booklets.**
MISS G. ORR, Timagami P. O., Northern Ontario, Can.

DISTRICT OF COLUMBIA

The LEE HOTEL
15th and L Sts., N. W.
Newest in Washington
Write for Booklet No. 3
Room and bath, $3.50 a day and upward

EUROPE

ITALIAN RIVIERA, Viareggio, Italy. Very small number paying guests received in charming private villa, facing pine forest, near esplanade. Refined and cultivated milieu. Opportunity for study of Italian or German. ELSA WOLFFHÜGEL, via *Fratti 254 (Pineta), Viareggio, Italy.*

MAINE

YORK CAMPS LOON LAKE, MAINE. J. Lewis York, Prop.
Famous Rangeley region heart of mountains facing lake. Log cabins, baths, open fires, central dining-room. Garage, golf near by, boating, bathing, fishing. Fresh vegetables, eggs, poultry, milk. Booklet.

CAMP AIMHI
North Windham, Maine
Bathing, Boating, Canoeing, Fishing, Tennis
Aimhi Family Camp—situated among the pines on the shore of Little Sebago Lake, Me.—offers a natural, healthy, out-of-door life in the midst of an environment which is ideal for rest and recreation. M. L. HODGSON, Mgr.

MASSACHUSETTS

MARBLEHEAD, MASS.
The Leslie
A quiet, cosy little house by the sea. Now open. Private baths. Descriptive booklet. 18th season.

Rock Ridge Hall
WELLESLEY HILLS, MASS. (Near Boston)
Fine location. Hot and cold running water in nearly all bedrooms. Some private baths. Many comfortably furnished rooms *for general use.* Large, breezy, screened piazza. Cool fern room. "Crow's nest" outlook. Pleasant forest walks and country drives. Tennis. Cream, berries, fruit, eggs, chickens. $15, $18, $21, $25 a week. Tel. Wellesley 71342.

NEW HAMPSHIRE

BEMIS CAMPS
Overlooking KIMBALL LAKE near the White Mountains
The place you've always wanted to know about, where you could rest and enjoy yourself—boating, bathing, fishing, tennis, horseback riding, mountain climbing, nights around the camp-fire. Private cabins. Address H. C. BEMIS, South Chatham, N. H.

Hotels and Resorts

NEW HAMPSHIRE

Wanderinn-on-Lake Sunapee
George's Mills, N. H.
Quiet and refined. Enjoy the autumn in our beautiful lake and mountain region. Our house is homey and informal. Booklets.
ANNA CHASE, Hostess.

NEW YORK CITY

—While in New York—
For a quiet, comfortable, homelike place in which to stay—
Single rooms, use of bath, $1.50 & $2
Suite, parlor, bedroom and bath, for 2, $4 & $5 daily
Parlor, 2 bedrooms and bath, 4 or 5 persons, $6 & $7 daily
SPECIAL ARRANGEMENTS FOR AUTOMOBILE PARTIES
HOTEL CLENDENING
202 West 103d St., New York City
Few steps only from Broadway Subway Sta.

Hotel Webster
(Near 5th Avenue)
40 West 45th Street
NEW YORK
Directly in the fashionable club and shopping section. Within five minutes' walk to all principal theaters. A high-class hotel patronized by those desiring the best accommodations at moderate cost.
REDUCED RATES DURING SUMMER
Rates and map gladly sent upon request.

HOTEL JUDSON 53 Washington Square
adjoining Judson Memorial Church. Rooms with and without bath. Rates $3.50 per day, including meals. Special rates for two weeks or more. Location very central. Convenient to all elevated and street car lines.

Hotel Hargrave
West 72d St., through to 71st St., New York
300 rooms, each with bath. Absolutely fireproof. One block to 72d St. entrance of Central Park. Comfort and refinement combined with moderate rates. Send for illustrated booklet J.

NEW YORK

Adirondacks Interbrook Lodge and Cottages
Keene Valley, N.Y. Season June 1-October 1. Very heart of highest peaks. Rooms available only for September. Rates $18 and $20. Illustrated booklet. M. E. LUCK, Prop.

FENTON HOUSE Adirondacks 18 Cottages
Altitude 1,571 ft. A noted place for health and rest. Write for folder and particulars.
C. FENTON PARKER, Number Four, N. Y.

KEENE VALLEY INN. Keene Valley, N. Y. Altitude 1,200 ft. Mtn. climbing, tennis, fishing. Capacity 150. $18 week up. Illus. booklet. W. W. Black, Prop.

RHODE ISLAND

THORNDYKE HOTEL
JAMESTOWN
OPPOSITE NEWPORT, R. I.
On the Shore of Narragansett Bay
Several nicely furnished summer cottages, all modern improvements. Rents reasonable. Booklets.

Health Resorts

"INTERPINES"
Beautiful, quiet, restful and homelike. Over 26 years of successful work. Thorough, reliable, dependable and ethical. Every comfort and convenience. Accommodations of superior quality. Disorder of the nervous system a specialty. Fred. W. Seward, Sr., M.D., Fred. W. Seward, Jr., M.D., Goshen, N. Y.

Country Board

Morristown, N. J. Quiet, restful home li for a few guests in bea tiful residential park near station. Excelle cuisine. Moderate rates. 7,929, Outlook.

Real Estate

CALIFORNIA

Ranch For Sale — Californi
40 ACRES SAN DIEGO COUNT AT FROSTLESS FALLBROOK
An ideal place in the heart of "California Playground," for home and investment. acres fruit, olives, crop on trees, pear lemons, one variety; balance utilizabl Pumping plant, reservoir, irrigating systen Dwelling spot gives commanding view ranch, valley, and mountains. Los Angele San Diego, "Inland Route," crosses. Fift minutes to Oceanside's famous beach. Onl insertion. OWNER, Box 241, Barstow, Ca

CONNECTICUT

Summer Residence with 51 acres par wood for sale, $6,00 Bargain. Ideal location. DE TAILLA owner, Colebrook (Beech Hill), Conn.

HALF PRICE A BEAUTIFU SUMMER **HOME.** Cost $60,000. Easy terms. Fo particulars, address Box 238, Guilford, Con

FLORIDA

Florida Estate for Sale Ideally situated o Sewall's Point, eas coast Florida, 39 miles north of Palm Beacl Property consists of 10 acres highly developec Oranges, grapefruit, pineapples, etc. Wo derful gardens. Main house has six master bedrooms, five baths, besides servants' quar ters. Boathouse, garage, gardener's house etc. House completely furnished. Fine fish ing and bathing. Inquire LAWRENCE M VILES, Railway Exchange Building, Chicago

MASSACHUSETTS

FOR SALE Unusual opportunity—lon and well-established full, equipped tea-room. Splendid opportunit, *for two friends. Address 7,947, Outlook.*

FOR RENT Amherst, Mass. ONE YEA Furnished. Delightful house, fine location 12 rooms, 2 baths. Garage. 7,969, Outlook.

DANVERS, MASS. I OFFER FOR SALE a beautiful estate in this fine residential town 20 miles from Boston and near the famou NorthShore. Very attractive house of 12 room with every modern convenience; stable with caretaker's rooms, garage, fruit and shad trees. Fine location; near R.R. stations, elec tric cars, stores, schools, churches, and public buildings Price $15,000. Full particulars and photographs upon application.
Walter Newhall, 221 Essex St., Salem, Mass

Rockport, Mass.
GOLF TENNIS BATHING
Spacious living-room and fireplaces are features of **several cottages for sale** with broad ocean view. **Also old-fashioned houses.** HELEN L. THURSTON, 20 Pleasant St., Telephone 80, Rockport.

NEW HAMPSHIRE

WHITE MTS. HAY FEVER? Rent my furnished cottage in Randolph, N. H. $90. Sept and Oct. J. B. TAYLOR, Mt. Lake Park, Md.

VERMONT

Small Vermont Farm
For Sale on Easy Terms
60-acre farm, barns, dairy fully equipped. Well-tilled fields. Crops growing. House of seven rooms, picturesquely situated overlooking three States. Address P. O. Box 3, West Brattleboro, Vermont.

NEW YORK

Fordway Camps—Auger Lake
Spend your autumn vacation in a hardwood forest in the Adirondack foothills. New 4-room furnished bungalows. Hunting, fishing, tramping. $20 per week, including firewood and use of rowboat. Mace & Nicolls, Keeseville, N. Y.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

BY THE WAY

THE account given by Mr. Brander Matthews of the tactful way in which Pope Pius IX greeted foreigners who were presented to him reminds me," says a correspondent, "of a well-authenticated story of Lafayette. In the great Frenchman's tour of America in 1824 he was greeted as he approached the village of Canandaigua, New York, by a delegation of prominent citizens headed by a band, and in the evening was given a reception at the hotel. As the villagers, intent on doing honor to the distinguished visitor, were presented one after the other, his invariable greeting upon shaking hands was: 'I am glad to meet you, sir. Are you married?' If the reply was an affirmative, his response was: 'I congratulate you, sir. What a happy man you must be!' If the man confessed he was unmarried, the response was the same: 'I congratulate you, sir. What a happy man you must be!'"

The "man who broke the bank at Monte Carlo" recently died—broke, according to a cable despatch. He was the hero of a song that was the most

ROYAL MAIL TO EUROPE

"The Comfort Route"

The impromptu dance on deck, or the more formal after-dinner dance, possess a charm and jolly fellowship found only on shipboard. Day or evening, when traveling Royal Mail, every moment adds to your enjoyment—and not least of all are the always-satisfying meals of the Royal Mail cuisine.

Get the most out of your trip by traveling Royal Mail from New York to

FRANCE — ENGLAND — GERMANY
(Cherbourg) (Southampton) (Hamburg)

"ORBITA" — "ORDUNA" — "OROPESA"
ORCA—OHIO (Building)

BERMUDA

Weekly sailings from New York by the palatial transatlantic liner ARAGUAYA will be resumed in December.

WEST INDIES

Two cruises de luxe to the West Indies next January and February by the palatial new steamer ORCA, 25,500 tons displacement.

THE ROYAL MAIL STEAM PACKET CO.
Established 1839

26 BROADWAY, NEW YORK 117 W. WASHINGTON ST., CHICAGO
OR LOCAL STEAMSHIP AGENTS

Real Estate

NEW YORK

OYS' CAMP FOR SALE

ong lease on property and a reasonable ce for equipment of one of the finest boys' mp sites in the country. Nearly two les of lake shore bordering Adirondacks; ods, convenient to trains, excellent bath- and fishing and some exceptional equipnt. 7,977, Outlook.

dirondack Cottage—For September or later. Furnished, 5 rooms, running ter, modern sanitation. Garage. Supplies avenient. Fine mountain view. A good nter for touring. $75. A. WARD, Jay, N.Y.

BOARD AND ROOMS

RARE opportunity to rent a charming om artistically furnished in a barn near house on North Shore of Long Island thin commuting distance of New York. ould be greatly appreciated by a writer or usician. Highest references given and required. 1,858, Outlook.

BOOKS, MAGAZINES MANUSCRIPTS

BOOK MANUSCRIPTS WANTED! ny subject, immediate reading and report. orrance, Publishers, 308 Walnut St., Philaphia.

500 THINGS TO SELL BY MAIL. Remarkable new publication. Workable plans d methods. Loose-leaf, cloth binder. Prepd $1. Walhamore Company, Lafayette uilding, Philadelphia, Pa.

USINESS OPPORTUNITIES

SAFE 8% FIRST MORTGAGE INCOME ERTIFICATES additionally secured, tax empted, quarterly payments. Permanent reconvertible. Ask circulars. Home Build- & Loan Co., Jacksonville, Fla.

COOKING for PROFIT. Earn handsome come; home cooked food, catering, tea om, etc. Correspondence course. Am. hool Home Economics, Chicago.

EMPLOYMENT AGENCIES

DIETITIANS, cafeteria managers, governses, matrons, housekeepers, superintendrs. Miss Richards, Providence, R. I. Box 5 st Side.

WANTED—Competent teachers for public nd private schools. Calls coming every day. end for circulars. Albany Teachers' Agency, lbany, N. Y.

DIRECTORY for secretaries and social orkers. Miss Richards, Providence, R. I. ox 5 East Side. Boston office.

WANTED—Teachers all subjects. Good acancies in schools and colleges. International Musical and Educational Agency, Carnegie Hall, N. Y.

TEACHERS wanted for public and private chools, colleges, and universities. Education ervice, 1254 Amsterdam Ave., New York.

INTERIOR DECORATOR

DECORATOR will procure artistic furnishings at low prices. Draperies, lamps, mirrors. Furniture remodeled. Estimates submitted. Juliette, 2647 Broadway, New York. Riverside 4073.

STATIONERY

UNUSUALLY desirable stationery for any type of correspondence. 200 sheets high grade note paper and 100 envelopes printed with your name and address postpaid $1.50. Samples on request. You can buy cheaper stationery, but do you want to? Lewis, 284 Second Ave., Troy, N. Y.

HELP WANTED

Professional Situations

WANTED—Trained nurse in school for retarded children. 1,889, Outlook.

Business Situations

EARN $110 to $250 monthly, expenses paid, as Railway Traffic Inspector. Position guaranteed after 3 months' spare-time study or money refunded. Excellent opportunities. Write for Free Booklet CM-27. Standard Business Training Institute, Buffalo, N. Y.

Companions and Domestic Helpers

PROTESTANT French governess-companion by widow with four boys. Must be under forty years, experienced with management of children. Apply Box 385, Haverford, Pa.

RESIDENTIAL position (especially desirable for woman seeking good home and associations rather than salary) in New York City school as receptionist, open September 11. Also another position as caretaker of linen with occasional duties as practical nurse. 1,885, Outlook.

WANTED—Nurse and governess to cooperate with parents in care of four robust, active, well-trained children, eldest 5 years. Attractive home in outskirts of a city. Good health, even temper, patience, and pleasing personality required. Applicants must have good experience and references, fondness for outdoors; able to assist in broad physical and mental training. Should send full details experience and salary with application. 1,875, Outlook.

COMPETENT housekeeper for orphanage in city seventy miles from New York. Must be able to oversee laundry and kitchen serving twenty adults and sixty children, and supervise ten servants. Woman with knowledge of dietetics preferred. Also young woman as assistant housemother in girls' department. 1,871, Outlook.

Teachers and Governesses

WANTED—Young man well qualified to establish vocational department in private school for slightly retarded boys. School opens September. 1,887, Outlook.

WANTED—Man to teach athletics and academic subjects to subnormal boys over sixteen. School opens September. 1,888, Outlook.

SITUATIONS WANTED

Professional Situations

YOUNG graduate physician with hospital training desires to spend few months in California or abroad. Would be willing to drive car in addition to acting as attending physician to family. References. 1,873, Outlook.

GRADUATE nurse, quiet, sunny disposition, cultivated, orphan, desires position useful companion with invalid gentleman. Highest credentials. 1,886, Outlook.

Business Situations

MARRIED man, age 29, now a manufacturing executive, desires employment which will keep him out of doors. 1,806, Outlook.

EXECUTIVE—Capable young woman, publicity experience, successful campaign work, desires interesting high grade position, preferably in Philadelphia or New York. 1,837, Outlook.

SUCCESSFUL, experienced young woman, campaign, publicity, writer, public speaker, newspaper work, desires position in New York. Best references. 1,857, Outlook.

SECRETARY, nurse, desires position abroad. Executive ability, pleasing personality, unusual experience. Has traveled abroad. 1,874, Outlook.

SECRETARY—College graduate. Three years' experience personal and business correspondence. Also experience social survey work. 1,882, Outlook.

Companions and Domestic Helpers

NURSE, capable, refined, companionable, for invalid. Can go anywhere. Physician's reference. 1,845, Outlook.

WANTED—Position as matron or housemother—school, institution. Experienced, dependable. 1,863, Outlook.

LADY desires position as companion-housemother or chaperon in school. Trained and experienced. Unencumbered. No objection to traveling. Excellent references. 1,867, Outlook.

WIDOW of refinement desires position as companion, chaperon, housemother in girls' school. Protestant. Reference. 1,864, Outlook.

COMPANION-housekeeper in home with one or more servants. Thoroughly capable, cheerful, fond of children, helpful to all. Free September 1; any pleasant locality. 1,870, Outlook.

WOMAN of refinement desires position as companion. Best of references. 1,868, Outlook.

YOUNG woman of adaptable personality desires position as traveling companion or home secretary. 1,869, Outlook.

WANTED—Position of responsibility in private home. Best of references. 1,872, Outlook.

WANTED—Position assistant housekeeper, companion, nurse. 1,877, Outlook.

WANTED—Position assistant housekeeper in school, companion or governess. Miss Deans, Essex, Vt

BY refined, educated woman, 38, position as managing housekeeper in motherless home. Splendid executive. Protestant. References exchanged. 1,893, Outlook.

REFINED middle-aged woman with daughter, age 15, wishes position as housekeeper, Long Island or New York. Address MRS. A. JONES, 75 Gleane St., Elmhurst, N. Y.

SITUATIONS WANTED

Companions and Domestic Helpers

TRAINED, experienced, middle-aged woman wants position. School, small institution, private home considered. References exchanged. 1,878, Outlook.

MANAGING housekeeper. Will go to California. Five years' experience in Pasadena. 1,883, Outlook.

NURSE with business and hospital training desires position in fraternity house, private or parochial school, as housekeeper. References. 1,879, Outlook.

WOMAN, cultured, ambitious, versatile, thoroughly experienced and capable, desires position manager, housekeeper, companion, general factotum—household or exclusive institution. Excellent buyer, hostess, etc. Also able to superintend grounds and garden. 1,884, Outlook.

Teachers and Governesses

TUTOR — An experienced tutor wants pupils for summer in elementary or high school subjects. Address Box 54, R. F. D. 2, Farmingdale, N. J., or phone Farmingdale 38 F 5.

LADY, teacher piano and violin, desires position for coming season. New England Conservatory graduate. Experienced. 1,876 Outlook.

COLUMBIA senior, experienced teacher, would tutor child in return for home. Miss Ferguson, Camp Twa-ne-ko-tah, Chautauqua, N. Y.

MISCELLANEOUS

TO young women desiring training in the care of obstetrical patients a very thorough nurses' aid course of six months is offered by the Lying-In Hospital, 307 Second Ave., New York. Monthly allowance and full maintenance is furnished. For further information address Directress of Nurses.

MISS Guthman, New York shopper, will shop for you, services free. No samples. References, 309 West 99th St.

BOOKKEEPING in a week. Dukes, 1857c Walton Ave., New York.

BOYS wanted. 500 boys wanted to sell The Outlook each week. No investment necessary. Write for selling plan, Carrier Department, The Outlook Company, 381 Fourth Ave., New York City.

M. W. Wightman & Co. Shopping Agency, established 1895. No charge; prompt delivery, 25 West 24th St., New York.

AMBITIOUS WRITERS send to-day for free copy America's leading magazine for writers of photoplays, stories, poems, songs. Instructive, helpful. Writer's Digest, 688 Butler Building, Cincinnati.

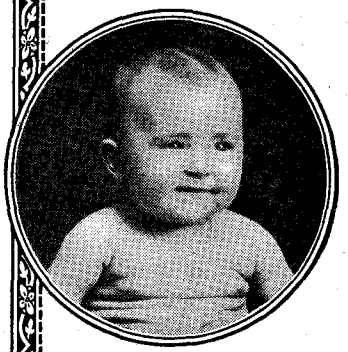
SPECIAL HOME CARE FOR INVALIDS AND CONVALESCENTS. We are now prepared to receive invalids and convalescents and give them special home care. Personal supervision of diet and nursing, giving special attention to the personal comfort of all patients at moderate rates. 1,865, Outlook.

CO-OPERATIVE home-making. Opportunity for woman of education and refinement to share spinster's simple house on 50-50 basis. Pleasant modern home, attractive New England town. 1,866, Outlook.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Marietta Cox, Greencastle, Ind.

"We are advertised by our loving friends"



Mellin's Food Babies

Thousands of mothers can testify that the Mellin's Food Method of Milk Modification satisfactorily solved their infant feeding problems.

Write today and ask us to send you a Free Trial Bottle of Mellin's Food and a copy of our book, "The Care and Feeding of Infants."

Mellin's Food Co., Boston, Mass.

Robert E. Wright, Wooster, Ohio

An Unusual Service for Outlook Readers

You are frequently in need of a household helper, companion, nurse, governess, teacher, or business or professional assistant. Or perhaps you are in search of such a position yourself.

In either case, an Outlook "Want Ad" will undoubtedly solve the problem. Here is a typical extract from a letter just received—"I had not anticipated that my ad would prove so alluring. I received twenty-four replies and they came from thirteen different States. It has given me a great respect for the wide circulation of The Outlook.'

Try a "Want Ad."

The rate is only Ten Cents a Word.

Department of Classified Advertising

THE OUTLOOK COMPANY

381 Fourth Avenue **New York City**

BY THE WAY—(*Continued*)

popular hit of its day, thirty or mor years ago. He was also the author of a "infallible" system by which he claime any roulette wheel might be beaten b a player with a sufficient bankroll. It i said, however, that his famous *coup* i the early nineties was the result of pur luck and was never repeated.

Authors often receive curious letter about their books. In a collection o such letters published in the New Yor "Herald" one received by Mr. Ernes Poole is perhaps the most amusing. I reads:

> I have read a book of yours and it has occurred to me that you might be my uncle, Ern Poole. Uncle Ern left home about ten years ago. He said he meant to write for a living, but we have never heard of him since till I read your book. Now if you are my Uncle Ern I want to tell you what I think of the way you left my poor widow mother and have not even written her since—Dear Sir—if you are not Uncle Ern please pardon this presumptuous letter—but if you are, you're a coward and sneak and a quitter for running away like that. If you are not, please excuse this.

A tribute to Washington's athleti prowess is paid by a baseball playe who writes to a daily paper that h himself had tried to emulate Washing ton's feat of throwing a silver dolla across the Rappahannock River an ignominiously failed. As Washingto "could not tell a lie," the baseball ma concludes, "I believe the story on th ground" (pretty well trodden, we ma add in reprinting this well-known quip "that a dollar went further in Washing ton's day than ours."

The downfall of Austrian currency i humorously hit off by the followin story which is being circulated in Ge many, whose own currency is rapidl following the Austrian:

An Austrian was placed in an insan asylum just before the war. A fe weeks ago, so the story runs, he man aged to find his clothes and escape fro the asylum. He hailed a taxicab an after riding many miles got out an asked the price of his ride. The drive replied that the bill was 18,000 kronen The lunatic, fumbling in his clothes found a twenty-kronen gold piece an tendered it with profuse apologies.

"But that's quite all right. I have th change," said the cabman.

"Change?" said the astonished man.

"Yes, you have 30,000 kronen coming," replied the driver, hauling out a hug bundle of notes.

"Just keep it," said the perplexe lunatic, "and drive me back to th asylum."

The best photoplays of the year en ing July 1, 1922, according to a contribu tor to the "Photoplay Magazine," ar these: "Tol'able David," "Orphans o the Storm," "Hungry Hearts," "Th Three Musketeers," "Bits of Life," "Th Loves of Pharaoh," "Foolish Wives," an "One Glorious Day."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED